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Aerodynamic Interactions From Reaction Controls for Lateral Control of the M2-F2 Lifting-Body Entry Configuration at Transonic and Supersonic Mach Numbers

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Scientific and Technical Information Branch

NOTATION

The data on the lateral-directional characteristics are referred to the body system of axes. The moment center is located at 55% of the body reference length from the nose (49.6% of the actual length) and 7% of the length below the cone axis. The reference length and area are based on the length and area of the basic M2 (see ref. 4). Zero angle on all control surfaces is defined as the position where the control surface is tangent with the model surface at the control hinge line. The coefficients and symbols used are defined as follows:

- A* nozzle throat area
- A nozzle exit area
- b reference span, 24.2 cm (0.793 ft)
- c_{l} rolling-moment coefficient, $\frac{\text{rolling moment}}{\text{qSb}}$
- c_{m} pitching-moment coefficient, $\frac{\text{pitching moment}}{\text{qs} l}$
- C_n yawing-moment coefficient, yawing moment qSb
- l reference length, 50.8 cm (1.667 ft)
- M free-stream Mach number
- P_C nozzle chamber pressure, kN/m²
- P_j jet exit static pressure, kN/m²
- $P_r = \frac{P_j}{P_{\infty}}$, jet exit static to free-stream static-pressure ratio
- $\rm p_{\infty}$ free-stream static pressure, kN/m²
- q free-stream dynamic pressure, kN/m²
- Re Reynolds number, based on reference length l
- R gas constant, N-m/kg-K
- S reference planform area, 896 cm² (0.9647 ft²)
- s spanwise location of jet nozzles measured from centerline
- T gas total temperature, K

- angle of attack, referenced to the cone axis, deg
- angle of sideslip, referenced to the cone axis, deg; $\sqrt{M^2-1}$
- Y specific heat ratio, $\frac{C_p}{C_v}$
- δ_a differential deflection angle of upper flap for alleron control $\left(\delta_{u_R}-\delta_{u_L}\right)$, right roll is positive alleron, deg
- δ_{j} θ_{N} + Δv , initial jet-flow inclination angle (see appendix), deg
- deflection angle of lower flap, trailing edge down is positive (see fig. 2(b)), deg
- δ_{r} differential deflection angle of rudders $\left(\delta_{r} + \delta_{r}\right)$ each rudder deflects only outward, left rudder is positive, deg
- $^{\delta}_{\rm rf}$ rudder-flare deflection angle 0.5 ($^{\delta}_{\rm r_L}$ $^{\delta}_{\rm r_R}$ $|\delta_{\rm r}|$) , deg
- $\delta_{ ext{t}}$ cant angle of nozzle, referenced to model plane of symmetry, deg
- $\delta_{\rm u}$ average deflection angle of upper flaps, $\frac{\delta_{\rm u_R}+\delta_{\rm u_L}}{2}$, deg
- Δ incremental value
- $^{\Theta}{N}$ nozzle exit internal wall angle, referenced to nozzle centerline (see fig. 2(d)), deg
- v Prandtl-Meyer angle, deg

Subscripts

- f full scale
- j conditions at jet exit
- L left
- m model
- R right

AERODYNAMIC INTERACTIONS FROM REACTION CONTROLS FOR LATERAL CONTROL

OF THE M2-F2 LIFTING-BODY ENTRY CONFIGURATION AT TRANSONIC AND

SUPERSONIC MACH NUMBERS

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SUMMARY

Wind-tunnel tests were conducted to determine the interaction of reaction jets for roll control on the Ames M2-F2 lifting-body entry vehicle. Moment interactions are presented for a Mach number range of 0.6 to 1.7, a Reynolds number range of 1.2×10^6 to 1.6×10^6 (based on model reference length), an angle-of-attack range of -9° to 20°, and an angle-of-sideslip range of -6° to small adverse yawing moment, which can be offset by the horizontal thrust component of canted jets.

INTRODUCTION

Lifting-body entry vehicles entering the atmosphere will depend on reaction controls for pitch, yaw, and roll control until the aerodynamic controls take effect. Consideration has been given to employing reaction controls throughout the flight envelope for nontrimming control, that is, pitch damping and roll and yaw control. The direct effects of the thrust of reaction jets on the forces and moments of the vehicle can be readily estimated. The interference effects of the reaction jets on the aerodynamics of the vehicles are not readily determined. Previous studies have been made of the effects of a jet issuing perpendicular to a flat plate, but little has been done in an area as complicated as the aft portion of a lifting body.

Prior wind tunnel and flight testing of the Ames M2-F2 lifting body has indicated that the degree of roll control with the ailerons was adequate, but that the adverse yaw associated with the ailerons was undesirable (refs. 1 to 4). This was an important factor leading to the crash of the M2-F2 flight vehicle.

¹Reichenau, David E. A.: Interference Effects Produced By a Cold Jet Issuing Normal to the Airstream from a Flat Plate at Transonic Mach Numbers. AEDC-TR-67-220, October 1967. No Foreign Distribution.

The present investigation was undertaken to determine the interaction effects of reaction control jets used for roll control. Two gases, CO_2 and air, were used in the jet simulation. The effect of jet nozzle position on these interactions at various elevon and rudder control deflections was investigated through a range of angles of attack and sideslip.

MODEL

Photographs of the 1/12-scale model of the M2-F2 are shown in figure 1 and the model dimensions are presented in figure 2. The model was constructed of a fiberglass shell fitted to a steel plate that incorporated a mounting for a six-component strain-gage balance. The lower flap of the model was built in two sections; the sections were flat and were not curved at the edges to fit the body contour, as shown in the drawing. The two sections of the lower flap were always deflected together and the center gap was always taped closed. All control hinge lines were always sealed. Zero angle on all control surfaces is defined as that position where the control surface is tangent with the model surface at the control hinge line.

The reaction control jets were simulated by the use of cold gas flowing in converging/diverging nozzles. The location of the nozzles relative to the aft surface of the model is shown in figure 2(c). The design of the nozzles is discussed in the appendix. Figure 2(d) illustrates a typical nozzle configuration and gives the pertinent dimensions for both nozzles.

The nozzles were supported from the sting (fig. 1(c)). The nozzles were not in contact with the model, so no nozzle thrust loads were taken on the balance.

TESTS

The tests were conducted in the Ames 6- by 6-Foot Wind Tunnel over a Mach number range of 0.6 to 1.7. Most of the data were obtained in a Reynolds number range of 1.2×10^6 to 1.6×10^6 based on model reference length with some data obtained at Reynolds numbers up to 4.5×10^6 based on model reference length. Aerodynamic characteristics were measured through an angle-of-attack range of -9° to 20°, and through an angle-of-sideslip range of -6° to 6° at an angle of attack of 6°.

The gases used for jet simulation were air and CO_2 . High pressure air was used for the major portion of the testing because a large quantity was readily available. Carbon dioxide was selected because the specific heat ratio ($\gamma = 1.28$) was near that of decomposed hydrogen peroxide ($\gamma = 1.27$). Carbon dioxide was used for a limited portion of the test in an effort to assess the quality of the simulation obtained by the use of air and to evaluate the effect of changing the propellant gas specific heat ratio. The pressure ratios (jet static to free-stream static) were selected to simulate the conditions of the flight envelope of the M2-F2 vehicle, as shown in figure 3.

A comparison of the thermodynamic and gas dynamic parameters of the full-scale and model jets is given in table 1.

The tests were conducted with a boundary-layer transition strip of grit particles around the forebody, 10 cm back from the nose, and a strip on each side of the leading edge of each edge of the vertical surface.

CORRECTIONS AND ACCURACY

The angles of attack and of sideslip of the model were corrected for stream-angle effects. No base pressure adjustments were made to the data.

The uncertainties in the test results, based on calibrations and the repeatability of the data, are estimated to be as follows:

		Test cor	dition w	certaint	,		
	Mach nu Angles Control		and side	eslip, deg	±0.01 ±.1 ±.3		
		Dat	a uncerta	inty			
			Nomir	al Mach r	umber		
Data parameter	0.25	0.6	0.8	0.9	1.1	1.3	1.7
Yawing moment Rolling moment Pitching moment	±0.0010 ±.0024 ±.0005	±0.0005 ±.0015 ±.0005	±0.0005 ±.0007 ±.0005	±0.0008 ±.0007 ±.0025	±0.0005 ±.0009 ±.0010	±0.0003 ±.0003 ±.0010	±0.0003 ±.0003 ±.0005

RESULTS AND DISCUSSION

Figures 4 and 5 illustrate the variation of the jet interactions with angle of attack for two of the configurations tested. Data for the other configurations are presented in table 2. Figures 4 and 5 show that the downward-firing jet on the left produced most of the jet interactions for the variables considered in this investigation. The moment increments are nearly independent of angle of attack except near Mach 1.0 at negative angles of attack, as illustrated in figures 4(c), 4(d), 5(c), and 5(d).

Effect of Jet Exit Pressure Ratio

Figure 6 illustrates the effects of jet-exit pressure ratio on the moment interaction for three values of free-stream Mach number. The effect of increased jet-exit pressure ratio on the model is interpreted as the effect of increased altitude on the flight vehicle. The values of altitude shown on the

second abscissa scale are based on an assumed value of 2.117×10 6 N/m 2 for flight vehicle nozzle chamber pressure.

The effect of increased jet-exit pressure ratio or increased altitude at a constant Mach number is seen to be generally an increased interaction, either positive or negative.

Figure 7 illustrates the effect of Reynolds number on the jet interactions at Mach numbers of 0.6 and 1.1. Reynolds number has no significant effect on the jet interactions at these two Mach numbers.

Jet Simulation Comparison

Results are shown in figure 8 for nozzles Nos. 1 and 2 at the outboard location with no canting. Nozzle No. 1 was designed to simulate the full-scale jet with air as propellant. Nozzle No. 2 was a scale model of the flight hardware with $\rm CO_2$ as propellant (table 1). It was expected then that nozzle No. 1 with air and nozzle No. 2 with $\rm CO_2$ would cause about the same amount of aerodynamic interference, if indeed the significant jet parameters were being simulated. Figure 8 illustrates that these two configurations give results that are in quite good agreement.

It is also noted in figure 8 that when air was used as propellant in nozzle No. 2 the interaction in general tended to be somewhat larger in magnitude than with the other two configurations. The increased magnitude of the interaction is attributed to the increased nozzle exit momentum and mass flow. The exit mass flow and momentum are proportional to $\gamma_j M_j^2$. The value of this parameter, as is shown in table 1, was considerably larger with air flow in the No. 2 nozzle than with either of the other two configurations.

Figure 9 presents a comparison of the interactions caused by the air simulation and the $\rm CO_2$ simulation with the nozzles canted 15° and the left-hand nozzle moved into the 61% semispan location. It is seen that the agreement again is excellent over the range of α and Mach numbers with the exception of α less than about 6° at Mach 0.9.

The effect of canting the nozzles is illustrated in figure 10. Upward-directed nozzles outboard and downward-directed nozzles inboard (see fig. 2(c)), to provide a favorable yawing moment from the horizontal thrust component, also decrease the interaction increments. Most of the reduction was with the downward-directed nozzle. The degree of canting for the flight vehicle would be dependent on a study of handling characteristics as to how much favorable yawing moment is desired.

Figures 11 to 13 show that spanwise location of the nozzle has a considerable effect on the interaction increments. Movement of the downward-directed nozzle inboard reduces the increments throughout the Mach number range. The interaction increments due to the upward-directed nozzle increase with inboard movement at subsonic Mach numbers and decrease at supersonic Mach numbers. The nozzle positions resulting in the smallest interaction increments through the Mach number range are the upward-directed nozzles in the

most outboard location and the downward-directed nozzles in the most inboard location tested. The larger interaction increments of an intermediate location of the downward-directed nozzle may be acceptable with the larger roll effectiveness of the longer moment arm.

The influence of deflection of the upper and lower flaps may be seen in figure 14. Except for M=0.9, flap deflection does not produce any large effect on the interactions or any noticeable trends with deflection. At with a reduction of the yawing- and rolling-moment interaction with a reduction of the lower flap deflection.

Rudder deflection (fig. 15) and yawing of the model (fig. 16) had little effect on the interactions.

A comparison of lateral-directional control with reaction jets and with aileron is shown in figure 17. The flight vehicle, without the center fin, required rudder-aileron interconnect to counteract the adverse yaw. Reaction jets of nearly twice the thrust of those simulated would be required to give the same roll power as 20° of aileron.

CONCLUSIONS

Results of an investigation of the use of reaction jets for roll control on the M2-F2 lifting-body vehicle can be summarized as follows:

- Reaction jets for roll produced favorable rolling-moment interactions, and unfavorable yawing-moment interactions.
- 2. Jet simulation with either air or CO_2 produced similar interactions when jet static pressure ratio, angle of nozzle exit flow, and the parameter $(\gamma M^2/\beta)_{\dot{1}}$ were matched to full-scale values.
- 3. The interactions are nearly constant with angle of attack except near Mach 1.0 at negative angles of attack.
- 4. Canting of the nozzles reduced the interactions and provided favorable yawing moments from the horizontal components of the thrust.
- 5. Inboard movement of the downward firing nozzles reduced the interactions at all Mach numbers. Inboard movement of the upward firing nozzles reduced the interactions at supersonic Mach numbers and increased interactions at subsonic Mach numbers.
- 6. Defrection of control surfaces had no appreciable effect on the interactions.

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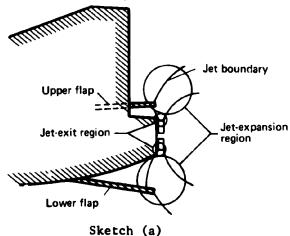
APPENDIX

NOZZLE DESIGN

Testing reaction controls on the M2 model required the simulation of hot gas jets in order to evaluate the aerodynamic interference caused by these jets. The flight vehicle reaction-control rockets use hydrogen peroxide as propellant. Decomposed hydrogen peroxide results in a mixture of superheated steam and oxygen. This mixture has a specific heat ratio of approximately 1.27, a total temperature of 1013.9 K, and a gas constant of 374.9 N-m/kg-K. It is not possible to duplicate all these properties with a cold gas. For example, air has a specific heat ratio of 1.40 at 288.9 K and a gas constant of 287.3 N-m/kg-K. It is seen that none of the values for air compare favorably with those of decomposed hydrogen peroxide.

Jet simulation on a model involves two separate problem exercises. The problems are usually caused by the fact that the model jet is a different gas and has a different specific heat ratio than the full-scale jet. Because of this it is not possible to duplicate the full-scale jet in every respect. Therefore, the investigator must first evaluate the circumstances and determine which of the full-scale jet characteristics are important and will affect the result of the investigation. Secondly, the investigator must select a propellant gas and design nozzles for the model such that the most significant of these important jet characteristics are duplicated. This is necessary, even after careful evaluation and selection of parameters, because all the desired jet characteristics cannot usually be duplicated.

Evaluation of the M2 configuration (fig. 2(a)) indicated that the jet characteristics that influence jet-exit effects and upstream (windward side with jet exiting normal to a flat plate) interference effects are the most important. Jet-exit effects are generally considered to be those effects that are not influenced by jet-free-stream mixing action, usually a distance of the order of one or two jet diameters downstream, along the nozzle centerline, from the nozzle exit (sketch (a) below).



Jet-exit effects could influence the model base pressures near the jets and upstream interference effects from the jet expansion region would affect the pressure on the upper and lower flap surfaces of the vehicle forward of the jets. For a jet exhausting normal to a surface (see footnote 1), it is found that upstream interference effects caused by the jet are much easier to duplicate than are downstream (leeward side of jet) effects. In other words, if only upstream effects are of concern, the jet simulation need not be as exact as if downstream-interference duplication is also required. It is also concluded from this reference that the best duplication of upstream interference is achieved when values of $p_j/p_{\infty},\,\delta_j,\,\Delta\nu,$ and exit momentum are duplicated. In reference 5 it is pointed cut that matching of p_j/p_{∞} and δ_j is required if jet exit effects are to be duplicated between model and full scale.

Reference 6 is a summary and a review of various techniques used for jet simulation in ground test facilities. This reference indicates that there is a strong requirement for the duplication of p_j/p_∞ , δ_j , $(\delta M^2/\beta)_j$, $(RT)_j$, and jet-exit momentum when evaluating aerodynamic interference effects. The importance of these parameters in simulation studies is verified by experimental data presented.

The jet characteristics and variables just discussed were selected as being relevant to aerodynamic interference; other jet-vehicle interactions, such as heat transfer and acoustic fatigue, were not considered in this evaluation. Duplication of all these parameters simultaneously with cold gas is not possible. These parameters must be ranked in order of estimated overall importance and the most important variables simulated as well as possible. A detailed discussion of jet characteristics and variables and the effect of each on the jet plume is contained in reference 6. The following paragraph is a brief summary of the effect of the pertinent variables; for detailed information the references, particularly reference 6, should be consulted.

This discussion is made under the assumptions that the free-stream conditions are matched, $(\gamma_{\infty}, M_{\infty})_{model} = (\gamma_{\infty}, M_{\infty})_{flight}$, and that the specific heat ratio of the gases for the model and full-scale jets are not equal. It is desired that p_j/p_{∞} , $(\delta_j, \Delta v)$, $(\gamma M^2/\beta)_j$, exit momentum, and $(RT)_j$ be duplicated (the variables are listed here in an estimated order of importance). These variables are interdependent to some extent. (The ratio of jet-exit to free-stream static pressure affects a large number of the jet parameters.) Boundary shape, $(\delta_1, \Delta v)$, transmitted shock strength, mass flow, momentum, and thrust are all dependent on the value of $p_{\dot{1}}/p_{\infty}$. These parameters affect the plume-free-stream interaction in both the jet-exit region and in the jetexpansion region (sketch (a)). Assuming that the investigation is conducted with matched $p_{\frac{1}{2}}/p_{\infty}$ and free-stream conditions, the exit momentum per unit area (proportional to $\gamma_j M_j^2$) and the parameter $(\gamma M^2/\beta)_j$ are the most influential variables relating to jet-expansion region aerodynamic interference. The exit momentum and $(\gamma M^2/\beta)_1$ affect the depth of penetration of the jet into the deflecting flow and influence the interaction several nozzle diameters from the nozzle exit in the jet direction. The initial jet-flow inclination angle δ_j is the initial angle of the plume, relative to the nozzle centerline, and is determined by Θ_N and Δv ; Δv in turn is determined by

 p_j/p_∞ and $\gamma.$ The initial plume angle δ_j must be matched between model and full scale in order to duplicate the jet-exit effects. Available data indicate that the value of (RT), influences the rate of mixing between the plume and the free-stream flow and is thus concerned with the interference caused by the jet-downstream region.

The value of p_j/r_∞ can be duplicated by control of total pressure to the jet nozzle and thus does not affect the design of the jet nozzle for the model. The requirement that the parameter $(\gamma M^2/\beta)_j$ be duplicated dictated the exit Mach number and therefore the area ratio of the model nozzle. The requirement that δ_j be matched determines the value of θ_N . The geometry of the nozzle is determined by these variables and the size is fixed by the model-scale factor. The exit momentum per unit area is fixed once exit Mach number and p_j/p_∞ are specified (for a given gas). The value of the product (RT) $_j$ was not simulated for this investigation.

The value of the simulation parameters for model and full-scale conditions are compared in table 1. The estimated value of δ_j for model and full scale are compared as a function of p_j/p_∞ in figure 18. The slight difference shown is caused by the effect of γ on $\Delta\nu$ as a function of p_j/p_∞ .

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TABLE 1.- COMPARISON OF PARAMETER VALUES

			Simulation	
Parameter	Full-scale value (90% H ₂ O ₂)	Air	CO ₂ (geometric simulation)	Air in CO ₂ nozzle
A _{e/A*} , ^a	9.4	4.526	9.4	9.4
^M j	3.435	3.07	3.47	3.85
Ϋ́j	1.27	1.4	1.28	1.4
т _j , к	1013.9	288.9	288.9	288.9
(RT)	380,111	83,000	54,463	83,000
⊖ _N	18°	18°	18°	18°
(γM²/β) _i	4.55	4.55	4.63	5.59
(YM ²) j	14.94	13.19	15.41	20.75
$^{\mathrm{p}}\mathrm{_{r}}$	0.265-5.0	0.13-11.0	0.13-4.0	0.5-3.5

^{α}Assumes full-scale value of $p_c = 2.117 \times 10^6 \text{ N/m}^2$ (307 psia) and is constant.

TABLE 2.- INDEX TO DATA LISTINGS

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-8-85 -4-03 09 3-95 8-02 -2-07 -6-13 9-17	.00 .00 .00 .01	.0131 .0064 .0064 0059 0115 0111	001a 0025 0030 0031 0042 0039 0037 0041 0029	.0025 .0028 .0037 .0039 .0046 .0049 .0049 .0051	1.64 1.62 1.62 1.61 1.63 1.62 1.61 1.62	1.60 1.58 1.58 1.59 1.59 1.58 1.59 1.59	70A. 70A. 707. 70A. 70A. 709. 708. 708.	-8.64 -3.95 .12 4.15 8.22 12.29 16.35 19.23	.01 -	.0207 .0093 .0007 .0036 .0134 .0221 .0221 .0287 .0310 .0011	0044 0056 0064 0069 0086 0109	.0026 .0037 .0037 .0044 .0054 .0056 .0058 .0062	2.93 2.94 2.94 2.91 2.89 2.91 2.91 2.92 2.89	2.85 2.88 2.86 2.85 2.85 2.85 2.86 2.85	773. 702. 702. 702. 703. 703. 701.
	42	.803		k ≇ 1	.419				Ma	.898		k= 1	.467		
8.83 4.12 09 3.97 8.00 2.08 6.17 9.10	.00 .00 .00 -	.0182 .0129 .0064 .0001 .0044 .0113 .0113 .0181	0009 0011 0012 0028 0015	.0017 .0019 .0023 .0026 .0036 .0037 .0037	の内 の内 の内 の内 の内 の の 内 の 内 の 内 の 内 の 内 の	.80 .79 .77 .78 .77 .76 .76 .76	709. 709. 709. 708. 709. 709. 709. 709. 709.	-8.66 -3.90 .09 4.19 8.23 12.29 15.34 16.35 19.22	.00 .00 - .00 - .00 -	.0169 .0076 - .0013 - .0143 - .0202 - .0271 - .0273 - .0365 - .0010 -	.0025 .0053 .0023 .0023 .0035 .0035	.0011 .0025 .0029 .0027 .0035 .0040 .0037 .0034 .0043	1.35 1.36 1.35 1.37 1.36 1.36 1.36 1.36 1.36	1.36 1.36 1.35 1.37 1.35 1.34 1.36 1.35	704. 703. 702. 702. 702. 702. 702. 701. 704. 702.

		. 61	- 35*		0	Span L	0.925	Span R	0.925	Bt =	0	Nozzle :	mo. 1 G	A B B B B B B B B B B	Air
Œ	6	Cm	C ₂₀	c ₁	Pr	Pr	Pt	•	B	Cm	C _m	c,	PrL	PrR	Pt
	Mæ	1.100		R=	1.551				4.	1.101		¥=	2.771		
-0.53		.0179		~.0003			705.	-0.51	- 00						
-3.65 ,42		.0054 0074		0003			717.	-3.57	00	.0185 .0046		0006			1273
4.47		0183	.0011	.0013			705. 718.	.50	00	0088	.0013	.0006			1272
8.52		0257	.001	.0010			718.	4.62	-00	0186	-0010	.0010			1272 1273
12.59 16.70		0306 0415					703.	12.92	-01	0287	.0011	.0010			1273
19.53	.01	0508	.0010				707. 709.	17.09	.01	0423	.0001	.0010			1273
.39	00	0066	•0051	ecoo.			709. 707.	19.95	00	0525 0074	.0005	.0010			1274, 1273, 1273,
	Ma	.105		R=	1.565				Ma	1.101		R=	2.759		
8.40				0001).81		712.	-8.34	- 00						
·3.65	00 -	.0048	.0019		1.82		710.	-3.61	00	.0052	-0013	-0006	3.83		1273.
4.46	.00 -	.0148	0002	.0011	1.84		710.	447	.00	0060	0045	•0032	3.83 3.72	3.83 3,72	
8.53 2.61	.00 -	.0271	.0003	.0016	1.81		707. 709.	4.62	-00	0196	0041	.0032	3.82	3.62	
6.67			0005	.0017	1.81		709.	12.89	.01	0338	0041	.0032	3.82 3.91	3.02 3.01	1272.
9.52	.01 -	.0506	0001	.0014	1.80		709. 707.	17.08	.01	0432	0040	0025	3.02	3.82	1273.
••1	00 -	.0075	.0009	.0011	1.81		713.	.50	.00	0067	0028	.0024	3.83 3.82	3,83	1273.
	N's i	.102		Re	1.518				Ms	1.097		R=	4.486		
8.35	00	-0175	.0019				ı	1							
3.65		.0057	.0003	•0004 •0011	1.84 1.83	1.84 1.83	697.	-8.40	00	.0187	•0041	000a			2122
.41 4.76	.OL -	.0066	0019	.0023	1.61	1,81	704. 709.	-3.55	01	.0056	.0030	0003			2124.
.53	.00 -	-0260	0024	.0026	1.82	1.82	706.	4.93	00	~.0088	.0012	.0007			2123.
2.62	.00 -	•0330	0021	-0022	1.82	1.62	704.	9-13	.00	0275	.0011	-0012			2120.
6.68	• []	.0413	0025	(10.2.2	1.61	1.82 1.81	711. 708.	13.40	-01	0346	.0003	.0010			2122.
9.52 .41	- 10.	.0499	0011	- 00 24	1.81	1.01	704	17.67	.01	0440	0007	.0012			7122.
•••	.00 -	.0069	0017	.0024	1.82	1.82	711.		00	0536 0081	.0030 .0012 .0005 .0011 .0003 0007 0000	.0008			2171.
	M= 1,	102		₽×	1.524					1.096		R= 4			
3.33	- 00						- 1	i				*- -	••••		
0.64	00	0166	•0009	.0005	3.03		70A.	-8.41	- 01						
•41	.00 -,	0087	0017	.0019	3.84 3.86		709.	-3.52	00	-0055	.0015 £\$00	.0009	3.41		2121.
. 48	.00	0206	0027	.0027	3.03		710. 712.	.68	.OU .	0078	6043	.0032	3.41 3.44	3.81 3.84	2120.
.60	.00 -	0283	0019	•0024	3.79		716.	4.91	.00	0213	0042	.0031	3.88	3.88	2122.
. 66	*or -*	U419 -	0032	.0025	3,77		710.	9.14	-01	0283	0039 0043	.0030	3.40	3.80	2123.
•52	-01	0516	-0029	.0027	3.62		718. 709.	17.66	.02	0451 -	0049	.0030	3.82	3.80 3.82	2122. 2120.
.42	.00	0083	.0017	.0050	3.85		709.	20.21 .66	.02 .	0542	0035	.0026	3.91 3.84	3.81	2122.
	M=, 1.	099		R= 1	.532		ŀ							2404	,,,,,
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.64	00 .	0050 -		.0023	3.82 3.84	3.82	707.	1							,
.44	.Ou	0084 -	.0049	.0036	3.92	3.84 3.92	714. 708.								
.45	.00	0188 • 0244	. 0046	0037	3,83	3.83	705.	1							
.60	.00 -	0313 -	.0045	.0036	3.80 3.77	3.40	708.								
• 67	.01	0418 -	.0046	.0035	3.40	3.77 3.80	707.	I .							
.54 .41	.01	0507 -	.0033	.0032	3.75	3,75	707								
•	.~~			-0037	3.87	3.87	702.	1							
	Me 1.	113		R= 1	.553					or :		Fodes	7		
•1	.000	007>	•0017	•0015				1		•	• •	£3%			
.42	.000	0078 -	.0009	-0025	1.04	1.84	704. 714.	l							[
,42 ,42	.000	0078 -	.0043	.0039	3.68	3,80	712.								
41	.000	0074 -		•0057 •0071	6.98	6.98	710.	ſ							
,					11.60	11.60	707.								

	β	C.	cn					TT			= 0	Nozzle	no. 1	Gas	Air
	Ma	1.297	••		P _F [Pr	n Pt	١١٥	β	C _m	c _n	cı	Pr _L	PrR	P
-8.59 -3.91 .16 4.21 8.29 12.38 16.47 19.31	.00 .00 .00 .01	.020 .012 .003 004 012 022 035 045	0 .001 8 .001 7 .001 9 .002 5 .002 3 .001	9 .0003 6 .0008 6 .0012 2 .0013 3 .0014 9 .0014			779. 707. 707. 707. 707. 707. 707.	#.05 3.99 8.06 12.13 16.17 19.05	.0 .0 .0	0 .003 0004 0622 0633	07 .000 00 .001 6 .001 4 .002 9 .002 9 .002	20000 1 .0000 9 .0001 2 .0001 1 .0002	1.414		7 7 7 7 7 7
	42	1.299		Κz	1,544		,,,,		M:	1.699	••••				70
-8-81 -3-92 -13 4-20 8-30 2-38 6-46 9-32 -17	.00 .00 .01	.0111 .0029 .0061 .0142 .0239	0004 0000 0000 0001 0002 0000 0008	.0010 .0020 .0020 .0020	4.39 4.46 4.40 4.30 4.34 4.33 4.35		707. 708. 706. 708. 708. 708. 708. 709.	-8.87 -4.09 04 3.99 8.06 12.13 16.18 19.04 00	.00 .00 .00 .00 .00	•010	0005 0011 0012 0011 0006	0000 -9001 -0003 -0005 -0006 -0008	3.64 3.60 3.70 3.70 3.60 3.67 3.67 3.69		71 70 70 70 70 70 70
	¥= 1	• 2 99		h z	1.543				M=	1.696		k=	1.416		
3.66 3.91 .14 .21 1.27 1.38 1.42 1.33 .14	.00 .00 - .00 - .00 - .01 -	.0112 .0029 .0060 .0139 .0236 .0358	0004 0004 0012 0009 0008 0002	.0012 .0018 .0023 .0026 .0024	4.40 4.37 4.25 4.38 4.38 4.40 4.37 4.37 4.37	4.23 4.22 4.23 4.22 4.20 4.21 4.21 4.22	707. 707. 707. 707. 707. 707. 707. 709.	-8-87 -4-10 04 4-01 8-05 12-09 16-20 19-01 05	.00 .00 .00 .00	.0206 .0104 .0025 0055 0142 0235 0348 0438	0002		3.64 3.72 3.60 3.57 3.63 3.64 3.63 3.64 3.65	3.36 3.38 3.40 3.38 3.38 3.36 3.37 3.39	701 701 701 701 701 701 707
. 1	M= 1.			K= 1	.5**				Mz	1.700		K= 1	•410		
.03 .91 .15 .21 .29 .38 .45 .32		0054 0135 0230 0355 0456	•0006	.0007 .0009 .0015 .0018 .0021 .0020 .0022 .0023	2.50 2.59 2.52 2.54 2.59 2.59 2.55 2.55 2.55	2.51 2.51 2.50 2.51 2.50 2.49 2.49 2.49 2.49 2.50	707. 707. 707. 707. 707. 707. 707. 708. 708	-8.43 -4.10 -0.05 -0.01 8.06 \$2.13 16.18 19.02 -0.04	.01 .01 .00	.0200 .0103 .0025 .0055 .0145 .0239 .0351 .0440	0001 .0004 .0005 .0005 .0005	.0001 .0003 .0004 .0004 .0012 .0013	5.14 5.05 5.20 5.14 5.14 5.15 5.15 5.16	4. 64 4. 48 4. 48 4. 85 4. 85 4. 85 4. 85 4. 87	708 707 707 707 707, 708, 707,

Šų.	-20•	ň,	35*	8r = 0		рип 1. = (0.615	∴pen R =	0.615	δ t =	0	Nozzle r	n. 1 G	as A	ir
a	f 	C∎ •>92	C _n	c1	Pr _t	Prp	Ft	a	f	c.	c _n	c,	Pr _L	PPR	Pt
-8.97 -4.39 39 3.63 7.66 11.69 15.73 18.52 40	• (c)	.0170 .0123 .0074 .0043 .0011 .0022	-0002 -0000 -0000 -0001 -0001 -0012 -0010	%= .0000 .0013 .0044 .0044 .0044 .0044	1.ln?		701. 713. 712. 702. 710. 710. 710. 710.	-M.17 -4.12 UH 3.4H B.U2 12.64 16.12 14.16 UR	•01 •00 •00	.0119 .0050 0016 0066	.0011	.0004 .0015 .0014 .0022 .0023 .0023	1.447		7.70 7.00 7.00 7.00 7.00 7.00 7.00
	" =	.541		k=	1,142		I		"a	.804		K =	1,745		
-0.11 -0.38 -0.39 -0.03 -0.03 -0.03 -0.03 -0.03 -0.03 -0.03 -0.03 -0.03 -0.03 -0.03	.00 .00 • .00 • .00 •	.0047 .0010 .0017 .0017 .0071	005 005 001 002 002 003 003 008	.0017 .0020 .0027 .0028 .0035 .0041 .0054 .0054	1.5 m 1.6 m 1.6 m 1.6 m 1.6 m 1.6 m 1.6 m 1.6 m 1.6 m 1.6 m		102. 102. 102. 101. 102. 102. 102. 102.	-Hong -6:11 -6:05 3:9H Ho:2 12:0H 16:13 16:16 -6:08	.00 .00 .01	.0100 .0029 0013 0149 0140 0105	0010 0001	.0010 .0013 .0014 .0024 .0028 .0028 .0028	1.62 1.63 1.63 1.63 1.62 1.63 1.63 1.64		7090 7100 7100 7110 7110 7140 7140 7140 714
	٠.	•504		h 2	1.191			ļ	**=	•402		ķ =	1.441		
-4-13 	este este este este	.01-4 .01-4 .01-5 .00-5 .00-5 .00-1 .00-27		600mg 600mg 600m2 600m2 600mg 600mg 600mg 600mg 600mg 600mg	1.57 1.52 1.54 1.54 1.54 1.54 1.54	1.50 1.51 1.51 1.51 1.51 1.51 1.51 1.52	772. 772. 771. 771. 771. 772. 772.	-0.42 -0.12 -0.13 3.40 0.04 12.14 10.14 10.13 -0.09	-01	.0179 .0113 .0050 .0002 0057 0048 0024	cul7	.0041 .0052 .0052 .0050 .0044 .0040 .0040 .0040	1.61 1.63 1.63 1.63 1.62 1.63 1.63	1.54 1.55 1.55 1.55 1.55 1.55	710. 710. 710. 719. 719. 719. 719. 719.
	v _s	•593		42	1.194				Wz	.894		h z	1.500		
-0.95 -0.38 -0.37 3.63 7.68 11.71 15.70 18.52 -0.39	.00 .00 .00 .00 .00	.0157 .0113 .0077 .0048 .0014 .0014	null 	.0035 .0035 .0041 .0041 .0053 .0059 .0060 .0071	654 657 657 657 657 657 657	.54 .52 .53 .53 .53 .53 .53	772. 771. 771. 771. 771. 771. 703.	-HeA2 -3.42 -11 -17 -17 -18-25 12-24 10-37 19-40 -13	•01 •0r •00 •00		.0007 .0013 .0010 .0004	.0001 .0009 .0010 .0007 .0014 .0016 .0010			700. 103. 701. 103. 702. 702. 701. 703.
								i	***	•903			1.510		
								-No 12 -30 93 -15 -016 8024 12024 10036 10010 -16	.00	.0115 .0020 0090 0200 0250 0332 0378	0007 .0003 0008 0012	.0009 .0012 .0012 .0010 .0018 .0025 .0022 .1031	2.97 2.33 2.97 2.93 2.93 2.92 2.92 2.92 2.92		704. 702. 701. 703. 702. 702. 702.
									48	•900		K#	1.504		
								-8.61 -3.94 .10 4.16 8.24 12.25 16.34 19.20 .14	• 01 ·	.0176 .0091 .0032 .0028 0127 0210 0270 0344	0036 0047 0033 0024 0032 0030	.0026 .0029 .0032 .0037 .0044 .0040 .0040	2.92 2.93 2.92 2.93 2.93 2.94 2.90 2.91	2.80 2.82 2.82 2.83 2.81 2.80 2.83	7030 7020 7010 7040 7020 7020 7050 7050

	رار* ≖ 11تر		- 3~°			Span I :	0.615	ilpan f. •	0.025	őt s	0	Nozzle n	n.: (las	Air
a	**	c _m 1.10	c _n	•	P _{PL}	Pr	Pt	a	ß	Cm	c _n	c,	PrL	••	Pt
#8.32 #3.05 .40 4.46 8.54 12.61 10.69 14.55	. 10 . 10 . 20 . 20 . 21 . 21	-017 -016 -016 -016 -025 -0325 -0420 -0506	1 .001 5 .000 4 .001 9 .000 0 .000	7 .0004 5 .0013 4 .0026 5 .0024 7 .0028			7°70 7°70 7°70 7°70 7030 7100 7180 7100	-1,44 -15 -4,20 -0,4 -12,37 -16,41 -14,36	• 13 • 13 • 13 • 13 • 13		7 .1014 4 .0017 4 .0014 1 .0020 6 .0014 6 .0013	5 - 000-5 1 - 000-5 1 - 011 2 - 001 1 - 001 1 - 001 1 - 001 1 - 001			71. 71. 7.7 7.7 7.0 7.0 7.0 7.0 7.1
	V.	1.136) , =	1.595				v.	= 1 . 299		k z	1.474		
-4.36 -3.65 -4.3 -4.4 -4.54 -4.1 -4.1	- 00 - 00 - 00 - 11 - 01 - 01	-0142 -0030 -0093 -00275 -0322 -0422 -0423 -0424	-001- -0002 -0004 -0004 -0005 -0012	.0010 .0017 .0020 .0018 .0016	3.17 3.17 3.96 3.45 3.44 3.43 3.43		7/ 9 7/4 7/4 7/5 7/5 7/9 7/7 7/7	mmonl mach old mod0 mod1 12.36 lnowh ldos1	_00, _00, _00, _00, _00, _00,	# 0754 # 0097 # 0097 # 0056 # 00732 # 00732 # 00754	.0005 .010 .010 .020 .023 .0023	.0007 .0017 .0017 .0017 .0019	4 6 4 5 4 6 4 5		71 t 204 206 208 209 209 207 208 207
	":	1.103		4:	1.581		l			1.500		٠:	1.505		
- m. h C - 3 a a a a a a a a a a a a a a a a a a	.1 .30 .30 .30 .30 .31	0043 -0083 -00702 -0240 -0336 -0416	.001 001 001 000 .0003 .0003 0011	.000K .001K .002K .001K .001K .001K .001K .001K	\$ a 2 \$ \$ a 2 5 \$ a 2	3.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00	117. 178. 176. 177. 177. 177. 179. 179.	-5.71 -3.01 -1.0 -1.0 -1.0 -1.0 -1.0 -1.0 -1.0 -	• 30 • 30 • 30 • 4 • 4	-0043 -0016 -000-0 -00165 -00247 -0464	#0014 #0019 #0023 #0023	.0012 .0014 .0018 .0014 .0019	**************************************	4.24 4.24 4.24 4.23 4.23 4.24 4.24 4.24	7 ° 7 7 ° 7
	"= t	-107		k# (j						4,14	,
	00 -00 - -00 - -01 -	.0054 .0072 .0189 .0261 .0316 .0418	.0927 .0325 .0014 .0009 .0013 .0006 .0001	**************************************			7 7. 7 7. 7 7. 7 7. 7 7. 7 7. 7 7. 7 7.	-NeNO -4e10 -ec7 -ec1 -ech 12e12 	. 10 . 20 . 40 . 40 . 10 . 40 . 40	•01-a4	0001 .0001 .0004 .0014 .0014 .0015	0003 0001 0001			7090 7090 7160 7120 7090 7090 7120
										L _# 708		h= 1.	. 4 1.3		:
									. (10) . (10) . (10) . (10) . (10) . (10) . (10)	.0157 .0023 0055 0055 0142 0235 0345 0437 .0023	.0010 .0014 .0018 .0013	• 0001 • 0005 • 0004 • 0005 • 0005 • 0006 • 0008 • 0008	Note Note Note Note Note Note Note Note		7 3. 7'9. 7'9. 710. 711. 712. 712. 712.
									٧,	1.710		h= 1,	.443		
								-8.42 -4.67 04 00 8.09 12.10 16.16 19.03	.00 .00 .00	.0017 .0017 .0064 .0150 .0240	.0003 .0011 .0014 .0014	.0001 .0001 .0003 .0003	4.20 4.20 4.24 4.22 4.24 4.24 4.25 9.25	~ #1 ~ #1 ~ #3 ~ #3 ~ #6 ~ #6 ~ #4 ~ #1 ~ #0	714. 712. 710. 719. 719. 719. 719. 719.

ñ	-20	61	35*	8p = 0)	Span I. =	0.615	Span R =	0.615	ŏŧ =	0	Nozzle n	o. 1 Ga	8 A	lr
α	ß	C _B	cn	c1	P _{PL}	PrR	Pt	a	β	Cm	C _n	c1	P _r L	PrR	Pt
	'=	* P.C.4		14.2	1.23		ļ		** =	. 304		h =	1.524		
-9.00 -4.39	•90 •90	.0173		.000R			708. 709.	-#+66 -3,93	•06		.0014				7^L•
39 3.64	.00	.OGBO	-nut3	.0015			719.	-12	•00	0027	0011	•000 •000			701. 700.
7.68	•00	.0013	•0006	.0920 .0924			7/19. 7/19.	H-22	•00 •00	0094	-0003 -0015				772.
11.72			+0004 2000	.0032 .0035			709. 708.	14.21	•06	0240	.0016	.0014			701.
ln.55	· * 14.1	0055	C002	-0042			708.	10.34 19.19	.01	0311	0003	.0012			102.
••,,,	• (70	•111141	•~015	•0916			709.	•12	•00	0026	-•nu13	•0004			702.
	**=	•609		4:	1.234				Me	•403		K:	1.575		
-9.02 -4.39	.00 .00	-0107	0005 0004	•0018 •0021	1.5;		709. 709.	-8.65 -3.23	. 90 . 00	.0140	005 0016		2. 43		7^3.
36 3.64	.00	•0061	0008	.0027	l.50		7.19.	•11	• 0 0	-,0018	0024	•1013	2,94 2,93		702.
7.68	• 00	0009	0012 0015	•0031 •0036	1.53 1.54		70#. 709.	4.1A H.74			004 017		2.34 2.35		7°2• 7^3•
11.72			0023	.0045 .0044	1,54		709. 709.	12.29 16.36	• 00	0767	0040	.0035	2.95		707.
14.58	•1°0	0076	0024	-0054	1.53		708.	19.23	•01	036R	- <u>-</u> 0079 0056	0043	2.45 2.45		702.
-,33	•າງກ	•บกรส	0006	.0025	1.5)		770.	1 .12	•1)/11	-,0049	H100	•0011	2.75		707.
	"=	•609		k=	1,234				k z	•900		H I	1.521		
-9.10	.00	.0220	•• 016		1,55	1.52	709.	-8.65 -3.05	•00	.0195	•0004	.0021	2.03	2.62	7~3.
37	•00 •00	•0119	0019 0022	•0054 •0040	1,50	l.51	709. 709.	-3.95 -11	•0¢		0029 0046	.0031 .0031	Z•31 Z•32	2.HZ	702.
3.n4 7.n4	.00 .00	-0042	0024	.00A3	1.59 1.58	1,51	7^8.	7.16	•00	0081	0036	.0037	2.41	2.83	773.
11.73	•00	.0004	no24	.0067	1,59	1.51	709.	H-24 12-29			0040	.UB46 .U044	2.9? 2.9?	2.82 2.82	702.
15.76 18.59		005#	0034	.U071	1.58 1.58	1.51	709.	16.36	.01	0301	0059	0050	2.93	2.83	702.
35			022	.0057	1.59	i.52	708.	13			0046	.0033	2.97	2.H2	701.
	"1	*HU5		ME	1.454										
-H.78	.00	.0163	.0005	.000*			719.								
-4-12 UA		.0123	.0006 .0006	.0008			7.17. 7:18.								
3.98 H.01	.00	0015	.0016	.0012			710.								
12.04	• OU ·	00A1 0129	.0005 .000H	.0020			718. 708.								
16.13 18.48		0123 0084	.0015 .0017	.0023			708. 708.								
03	.00		.0006	.0018			708								
•		.805		H×	1.454										
-H . 79	•00	.015#	0009	•0014	1.63		708.								
-4.12 UR	.00	•Olum	-,0009	.0017	1.64		70B.	1							
3.46	.00	0024	0005	.0022	1.44		707. 708.	1							
8.02 12.07		0081		.0035 .0034	1.64		707. 710.								
16.13	• 10	0139	0004	.0031	1.44		719.	1							
04			0007	.0034 .0025	1.64		708. 710.	ŀ							
	w _z	•N05		Ŋ:	1.454										
				7,2	//										
-0.79 -4.13	.00	.0164		.0036	1.41	1,54	708. 717.								
3.95	.00 .00		0020	.0051	1.63	1,55	708.	1							
9.Ul	.no .	0034	0024	.0044	1.43	1,54	703. 707.	Ī							
16.12	.00	0102 0105	0019 0014	.0053	1.63	1.55	707.	1							
05		0075 -0087	0010	.0049	1.61	1.55	70A.	1							ļ
		30.707	-0.010	.0051	1,63	1,55	710.								

а	۲		,1 • 3v.			Span I		Span R	0.615	8t	2	Nortle (no. 1 i	Gas	Air
	**:	- t _e c?		•	Pr I - 1.514	P _{FR}	Pt	α	ß.	C _m = 1.∋∩[C _n	c,	Pr _L		Pt
-re-57 -3 er -41 4 - 3 8 - 52 12 - 57 10 - 62 1 - 34	• 3; • 34 • 64 • 65; • 61 • 61 • 61	- 00 - 07 - 07 - 18 - 07 - 18 - 07	62 (0.00) 58 (0.00) 78 (0.00) 78 (0.00) 78 (0.00) 78 (0.00) 78 (0.00) 78 (0.00)	12 .0012 07 .0014 15 .0014 160. 2014 160. 2015			1000 1000 1000 1000 1000 1000 1000 100	-0.00 -0.00 -1.00 -0.00	• 14 • 14 • 14	0119	-0013 -0014 -0013 -0019 -0015	8699• •609• •169•			700 700 700 700 700 701 701 701
		1.06			1,527				۰.٠	1.299		~=	1.557		
-4.17 -3.68 .37 4.42 8.49 12.55 16.61 19.57 .41	. 10 . 10 . 00 . 00 . 04 . 04 . 00	- 11- - 02- - 03- - 04- - 04- - 08- - 00-	19 .00 173 - 100 15 - 100 15 - 100 17 - 100 17 - 100 18 - 100 19 - 100	02 .0015 00.27 00.37 00.27 00.27 00.23	3.32 3.33 3.41 4.33 3.31		647. 647. 647. 647. 645. 647. 647.	-m.n? -3.64 -14 -4.20 -2.30 12.37 10.44 14.42 -15	•01 •01 •00 •00 •00	-111-44	-0001 -0001	.0015 .0017 .0022 .0023 .0024 .0025 .0024	40 & 40 40 40 40 40 40 40 40 40 40 40 40 40		71 7 707 706 708 707 707 707
∄.5 3		1.103			1.595		1		M ±	1,207		h= 1	1.583		
3 - 6 5 - 40 - 46 - 51 2 - 60 - 60 - 71 - 40	. H . H . H . H . H . H	2600- 2004- 2050- 2450- 2450- 2640-		-3014 -3075 -3025 -3026 -3077 -3077	3 = 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2	1 m 6 1 m 7 2 m 7 4 m 7 4 m 7 4 m 7 4 m 7 4 m 7 4 m 7 4 m 7 5 m 7 5 m 7 6 m 7	713. 713. 713. 717. 717. 710. 710. 717. 715.	Then 1 = 3 = 7 = 15 = 15 = 15 = 15 = 15 = 15 = 15	. 10 .00 .00 .01 .01	**************************************	.000. .0003 .0003 .0005 .0001	.0009 .0012 .0015 .0019 .0019 .0020 .0023 .0024 .0015	4.443 4.47 4.43 4.40 4.40 4.43 4.42 4.44	4.28 4.30 4.33 4.30 4.27 4.28 4.29 4.29	708. 709. 705. 707. 706. 709. 709.

	8 ₃ = -20	. 91	- 35 *	8 _r =	0	Span I	0.77	Span R .	0.77	8t =	0	Nozzle :	10. 1 G	15 /	ir
ď	β 11 <u>±</u>	€ ₁₈		c ⁵	PrL	Pr	Pt	α	β	C _m	Cm	c,	PrL	PrR	Pk
1	_	• • • •			1.224			11	ñ'a	•405		k =	1.505		
-9.72	.00 .00	.017					709.	-H.79	•00	-6138	•6010	.0001			
37	.00	*0C8	2 .000	.0025			710. 708.	-3.97	.00	.0051	0010	-U00P			702. 703.
3.64 7.68	•00 •00		50002 10000	.0031			709	117		0039 0106	0015 0013				702.
11.09	-06	002	1 6010	0044			709. 707.	8.23	•00	0160	20	.0013			701.
15.75 18.71	•ຄບ	004	#cue; 3cue;	.0045			709.	12.2A 16.37		022A 0335					702.
35	, oc	006					709. 708.	19.22	.01	0427	-0013	-0014			705.
							P. (17)	.14	•06	0032	0013	•0007			702.
	*12	•6()6		H=	1.223				f*2	.903		h=	1.507		
-9.01 -4.40	•00 •06		30058 30053		1.58		708.	-8.54	.00	.0132	•000•				
37	• 00	.0056	50032	-UC47	1.6H 1.67		707.	-3.46	•00	.0044	0052	•0004 •001	2.49 2.49		703.
3.n8 7.70	-0u	-0019	0035 0042		1.47		7/19	•11 ••18	anc anc	0050	0045	.0015	2.49		702.
11.72	•10	0054	052	-0057 -0062	1.68 1.68		710. 709.	8.23	•00	0188	0050	•0022	3.01		702.
15.74 18.54	•00 •00	0084	0055	•J073	1.64		7^9	12.26	*01	0336	COA2	.0040	3.01		703.
34	້າດເ	0056	0031	-007# -0047	1.69 1.69		719. 712.	19.21	•1.1	0417	0119	.004A	3,00 2,49		704.
							12.	.10	• t. t.	-(053	0049	-9015	2.49		102
	Ma.	•605		h=	1.221				**=	.899		k z	1.504		
=9.05 =4.35	•tiu		0027	.0052	1.60	1.67	7^7.	-8.64	.00	-0189	.0003	.0021			
39	.0U .ng		0029	.0054 .0061	lens lens	1.67	710. 709.	-3.91	•00	•0102	0051	*UD36	2.9x	3,00	702.
3.64 7.69	.00	.0037	0043	.0066	1.48	1.67 1.67	707	4.16	•00	U053	0088	.0039 .0044	2.00	3.00	701.
11.73		0029	0051	.0076 .0079	1.68 1.67	1.67	709.	8.19	•00	0151	0075	.0052	2.9H 2.98	3,00 3,00	701. 702.
15.77 16.55	• OU •	.0058	0050	.0078	1.67	1.66	799. 799.	12.27	10.	U214 U29#	0121	.0061	2.41	2.99	771.
39	.0u	-0067	0057 0038	.0059	1.67 1.67	1.66	778. 719.	19.39	.0L	0327	0146 0083	.0072	2.98 2.98 2.79	3,00 2,99 3,01	704. 702.
	2 14	•605		Ŕ Z	1.223			İ	r:=	.902			1.510	3.01	7º1•
-9.22	.00	-0192	0011				ł	1							ı
-4.39	•06	.0127	0014	.0039 .0043	•92	•90	70A. 709.	-8.79	00	•0162	.025	.COG#	1.32	1.20	704.
39 4.69	•0u		0023	-004R	•92	•90	779	.10	•00 •00		0019	.0021 .0030	1,32	1.29	792.
7.69	.00	.0013	003i	.0052 .0059	•92 •92	•40	7/19. 7/18.	4-14	•00	0086	0029	.002H	1.31	1.28 1.30	701.
11.70 15.77	-00 -	-0026	0039	80000	•35	. 49	7:39	12.28		0121 0241		.0035	1.73	1.30	703.
18.59	• 04: -	.0060	0041	•0069 •0079	•72 •92	.89 .89	7:19. 7:19.	16.37	.01	0291	0051	.0039	1.32 1.33	1.29	702.
-, 33	•06	.0078	0021	.0048	•92	90	707.	14.21 .18	-00	0749 0003	0067 0051	.0042	1.32	1.2m 1.30	702.
	ME	•609		N= 1	1.232		ļ		Nz	.899					/
3.05	.00	- 00=0	0017	00.4				j	-	•049		R=)	1.503		
3.65	.00	.0041	0025	.0044 .0052	•92 •92	•50 •83	7^9. 7^9.	•!!		.0015	• 0U34	.0020	•70	.67	702.
3.64 3.64			0043	.U06#	1.47	1.67	709.	112		.0004 ·		.0031	1.32	1.29	702.
3.65			0065	.0074 .0035	2.67	5.48	709.	-10	•00	.0032 -	.0100	.0043 .0049	3.10 3.61	3.02 3.73	703
							· '' ' [•15	-00 -	.0054 -	0015	.0011	•	- •	703.
							- 1	'	••			•0011			702.
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8	u = -20	• ₅₁	= 35°	8 _F = 0	٤	pan L =	0.77	Span R = 0.77	8t = 0	Mozzle no. 1	Gas	Ais
α	β	C _B	Cn	cı	P _r _L	PrR	Pt					
	115	1.099		K.	1.611							
-8-52	00	.0173	.0030	0004			717.					
-3.64 36.		0054		0000a			709.					
4.46 8.51	•1)10	0180	-0012	.0015			707.					
12.59	•9¢	03[3	.0010	.0013			709. 708.					
16.66 19.59		0414		.0013			709.	1				
.39	+•0∪	0065	-020				727.	1				
	:	1.101		H, ±	1.607							
-4.34	-, 10	.0159	•0จกะ	• (III)(II)	4.77							
-3.65 42	- •0€	*(i()*()	Cunu	.0012	4.04		7`7. 7°7.	Ĭ				
8.54	. .0€	6195	0021	•002e	4.04 4.07		707.	ļ				
12.60	• 00	0113	0017	.0027 .0028	4.0h		717.					
16.70	• 1.1		0.41	.U029	4.12		703. 708.					
1	• OC	0081	0011	*0050 *0031	4•∪ئ 11•⊷		705 • 706 •	1				
	٠.	1.103		5. 2	1.606							
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-4.41 -3.65	∴. 		0001 0001	•0015 •0030	4.07 4.05	4,03	704.	1				
4.47	. € €	071	0064	. U(0 + 1	4.09	4.04 4.09	7 18. 7 14.					
H.55	ب و′د	0275	0047 0045	•1037 •1039	4.05 4.03	4.Un	709. 709.	1				
15.40			0051	.∪035 .∪034	4.05 3.36	40.06 100 t	7 17.					
100A5 14054	1.1	0419	~ •∩056	.0037	4.05	4004	711H.					
			0050	•003∂ •00≈3	4,10 4,09	4.11	70H.	1				
		1.100		ks)	L.599							
								i				
-4-34 -4-34			•101• •0000	•0006 •0015	1.93	1.89 Pn.1	7118 e 704 e					
••0 •••5			0019 0019	.0025	1.94	1.41	706. 710.					
H.53	*00	0218	rule	.0025	1.94	1.91	710.					
12.54	.01	0413	001s	*1054 *1055	1.94	1.91 1.89	710. 709.					
14.51	•00 10•	050+ 0068	0009 0016	9200	1.93	1.40	709.					
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	* -20	<u>., 1</u>	35*	δ _P = (Span I. =	0.925	Span R •	0.925	ðt ≠	15	Mozzle n	O. 1 Gas	A	ir
Œ	₽ ₩±	Cm	Cn	c3	PrL	$\mathbf{P_{r}}_{R}$	Pt	a	β	Cm	C _B	c,	PrL	PrR	Pt
		.kgy		k=	L_489				ИE	*#05		k=	1.429		
•13 •12	•1)61 •116	unis	0013	.0009	•75		702.	-h-57	•00		001				708
•14 •12	•9€ •9€	0011	0037	11021	1.36	1,32	7°2.	-4.10 07	-00 -00	*0025		-1017			712 710
•15			030	.0032	2.93 2.93	2₌80 2₌85	792. 7^2.	8.63	•00 •ne	0004	.0010	•0017			707
							Ī	12.10		0125	•0006	.0024			711. 709.
							ŀ	1n.97		0082 .0056		-002P			707. 709.
		_					- 1		• • •			10051			708
	ME	•607		h=	1.274				٧z	.503		Ŕ8	1,432		
3467 3467	Ou Ou	.0047 .0039		•0033 •9041	•*H	4.6	709. 709.	-8.93	.00		0020	•001a	1.63		709.
3.e 7 3.67	.tru ∩u	.0034 .0036	001:	0045	1.^1 1.54	99	173.	-4-08 07	.00	0037	0056	.0023 .0031	1.64 1.64		799. 709.
	-	• -	•		3.4	1,54	709.	3,96 8,04	•00	0030 00H1	0032	.0031	1.45		710.
							ı	12.08 16.13	.00	0132	0029	.0039	1.45		710. 709.
							1	18.98 02	.01	-0104	0023	.0044	1.65		708. 709.
	··=	•6P8		.	1,727		- !			•		,	1.54		7∩9•
		·					- 1	1	#=	•802		k=	1.435		
-037 -037	.€0 .60	•0085 •0079		.0027	ر ۵۰	1.4	7.00.	-8.83	•00	.0178	0012	.0023	1.64	1.58	710.
37 37	00 00	.0077	014	.0042	1.01	•96 97	708. 709.	-4,0H -H.H3	•00	.0127	0012	.0030	1.63	1.58 1.58	7/19. 710.
•	• •	•		•(·0+2	1.59	1.55	709.	-4.08 08	•00	.0127	0021	.0030 .0042	1.63	1.58	709.
							l	3.9A H,02	.00 ·	0015	0021	.0036	1.43	1.58 1.58	710.
							ı	12.09	•00	0132	0026	•0042 •0042	1.64	1.59	708. 708.
								19.00	*01 -	.0095	0019	.0042	1.64	i.58 l.58	709. 709.
	*1=	•606		P =	1.217		ŀ	0	.00 Ma	.0051	0025	.0041	1.43	1.59	708.
9.06	• 00	.0176	0012	.0036	1.61	1.55	7-1R.	ľ	-12	.893		k =	1.47#		
35	•0u	.0172		.0039	1.40	1.55	709. 710.	-8.45 -3.94		.0152		•0006			701.
3.65 7.69	• Cu		0023	.004R	1.60 1.59	1.55	109.	•12	_00 ·	.0037	0014	•0010			702.
11.73	•0u	0038 0064	0027	.0057	1.59	1.55 1.55	708. 709.	4.16 6.22	•00 •	01+8	.0010	PU0U.			701. 700.
31	00 00	0068	0032	•0067	1.43	1.56	709. 710.	12.30	-01		.0011	.0015 .0016			701.
- •	•"0	.0073	:020	•0046	1.60	1,55	7.39	19.23	•04 -	-0371 -0034	0003	.0023			702.
	ME	•607		H=	1.214		1		•	.899			l.48#		700.
9-03 9-37	• OU	•0161		•002A	1.59		7090	-8-63	• no	.0149	•0018	•0003	2		
3R	•00	.0108	0026	.0034 .0040	1.59 1.50		708. 708.	-3.43 -12	.00	.0061 .0031 -	.0000	.0007	2.41 2.95		7∩2• 7∩3•
3.66 7.69	.00 .00	.0025	002 <i>1</i>	.0044	1.59		707.	4.17 8.23	•0u =	.0096 -		.0015	2.94 2.96		702. 704.
1.73 5.75	.60	.0046	0036	.0056 .0056	1.5)		709.	12.21	•01 -	.0183 -	.0050	.0033 .0041	2.96 2.94		702. 701.
8.70 29	•00 •	.0073	0033	•0062	1.59 1.59		709. 708.	14.24	•01 =	.0350 -	-U082	.0040 .0048	2.95		702.
•••	•	.0003	0022	.003A	lenu		707.	.19	.00 -	- 8200	.0013	.0012	2.94		702.
	Ms	.607		R= 1	-21A		Ì		wz	.903		R= 1	•491		
9.21 4.40			.0005	.0018			709.	-H-67	00	.0187	.0024	.0015	3 n=		
36	•00	.0084	.0005	.0020 .0025			709.	-3.94 4.16	.00	0112 - 0075 -	.0025	•0029	2.95	2.87 2.87	702. 702.
3.65 7.71	.Ou	.0046 - .0013 -	.0004	.0029			709.	H.24 12.31	•00 - ,	.0159 -	.6242	.0033 .0042		2.88 2.88	703.
1.73 5.77	•00 -	.0022 - .0048 -	.0009	.0040 .0049			709.	16.35	.01 -	0261 - 0278 -	-0069	.0046 .0049	2.96	4.87 2.83	704,
8.56 -,38	.00 -	.0052 -		.0050			709.	19.23 .13	•01 -,	0397 -	*0105	.0059		2.85	702. 705.

8₁	20	81.	35°	8r = 0	-	Span L = (.925	Span R = (0.925	8t = 1	15	Mozzle na	0. 1 Gas	Air	
G.	6 61=	Cm 1,092	Cm	C ³	Pr _L	Pay	Pt	α	p	Ca	c _n	c ³	r_{r_L}	r _{rR}	Pt
-8.53 -3.04 -40 4.46 8.55 12.61 16.71 19.58 -46	.00 .00 .00 .01	.01s1	0026 0026 0016 0010 0006 0006 0006 0006	.0005 .0006 .0013 .0020 .0013 .0014 .0016	1.541		709. 709. 707. 709. 710. 708. 709. 709.		.00 .00 .00 .00 .00 .00	-0098 -0098 -0139 -0227 -0342 -0438	.0002 .0004 .0015 .0020 .0024 .0021 .0019	.0000 .0000 .0002 .0007 .0004 .0007 .0009	1.461		707. 707. 707. 707. 707. 707. 707.
	٧z	1.09#		h#	1.576				٠.	1.694		k=	1.464		
-8-40 -3-63 -42 -4-49 -6-53 17-62 10-68 19-58 -42	.00 .00 .01		0026 0025 0030 0022	.0010 .0018 .0025 .0032 .0031 .0023 .0030 .0024	3.94 3.97 3.97 3.94 3.93 3.93 3.97 4.04		707. 704. 704. 704. 705. 709. 706. 707. 706.	-M-R4 -4-10 	•0u •0u	.0102 .0023 0058 0143 0235 0350 0446	0002 0003 -0003 -0007 -0007 -0010 -0009 -0007	.0004 .0005 .0004 .0009 .0010 .0012 .0014 .0008	5.14 5.14 5.21 5.23 5.20 5.20 5.20 5.20		707. 708. 708. 707. 707. 707. 706.
	74.2	1.100		r.=	1.583				*4=	1.699		H=	1.45.		
-8+53 -3+65 -40 4+46 8+50 12-61 16+67 19+57 -48	.00 .00 .01 .91		0033 0037 0039 :041 :026	-0015 -0032 -0046 -0057 -0040 -0040 -0037 -0047	3.74 5.79 3.79 3.75 3.89 3.81 3.87 3.84	3.87 5.85 1.85 1.85 3.81 3.82 3.76 5.79 2.90	709. 706. 703. 707. 705. 707. 706. 707.	-8.79 -4.10 -6.05 -6.03 -6.03 -6.03 -6.03 -6.03 -6.03	.00 .00 .00 .00 .00	.0198 .0105 .0026 0053 0142 0236 0347 0438 .0027	-0002 -0001	.0007 .0009 .0010 .0016 .0015 .0015 .0017	5.22 5.27 5.24 5.24 5.25 5.25 5.22 5.22	5.03 5.07 5.05 5.07 5.04 5.04 5.04 5.04	707. 707. 709. 707. 705. 705. 706. 707.
	~=	1.302		K=	1.600										
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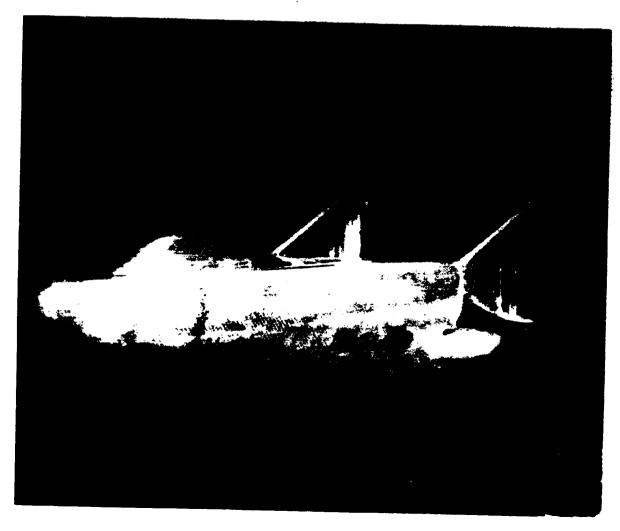
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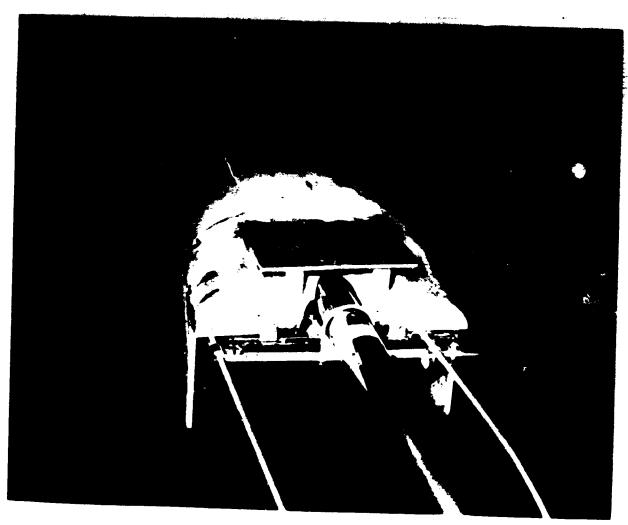
(a) Model.

Figure 1.- Model photographs.

OF POOR QUALITY

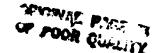


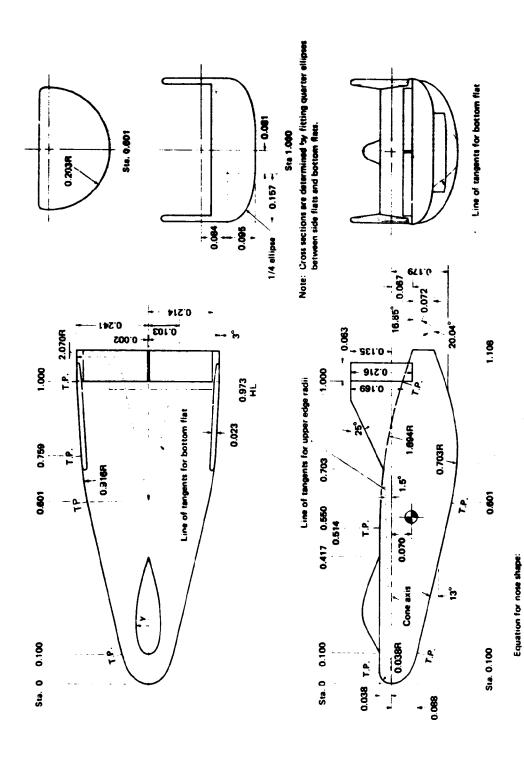
(b) Front view of installed model.
Figure 1.- Continued.



(c) Rear view of installed model.

Figure 1.- Concluded.

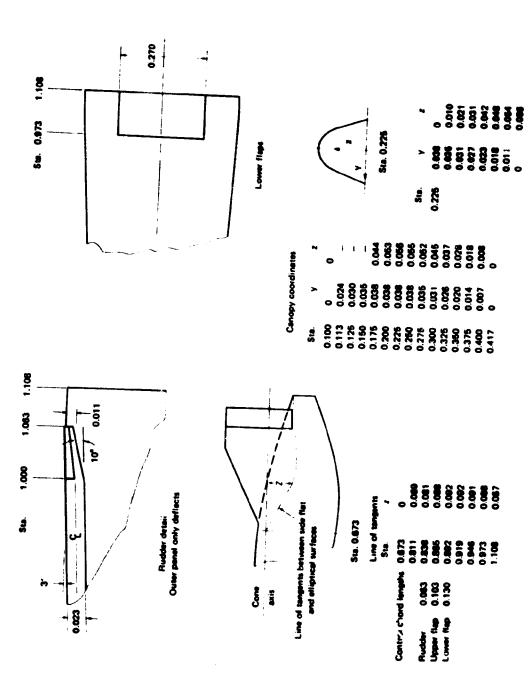




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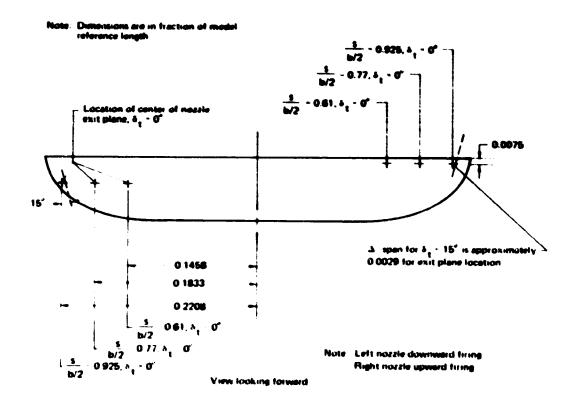
Figure 2.- Model dimensions, given in fraction of model reference length (l = 50.8 cm).

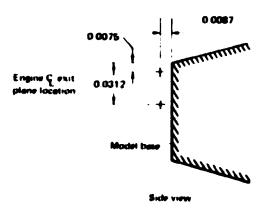
(a) Three-view drawing.



(b) Component details.

Figure 2.- Continued.

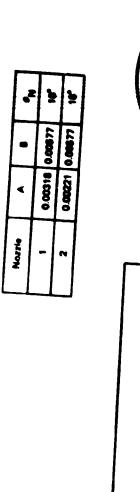


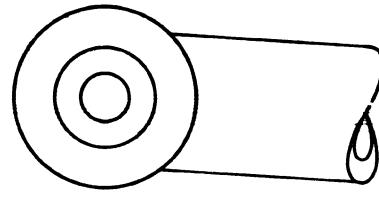


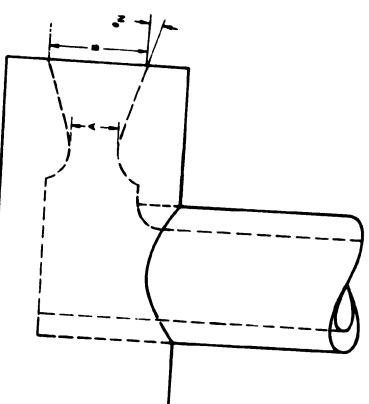
(c) Nozzle exit locations.

Figure 2.- Continued.

New Dimensions are in fraction of model reference length

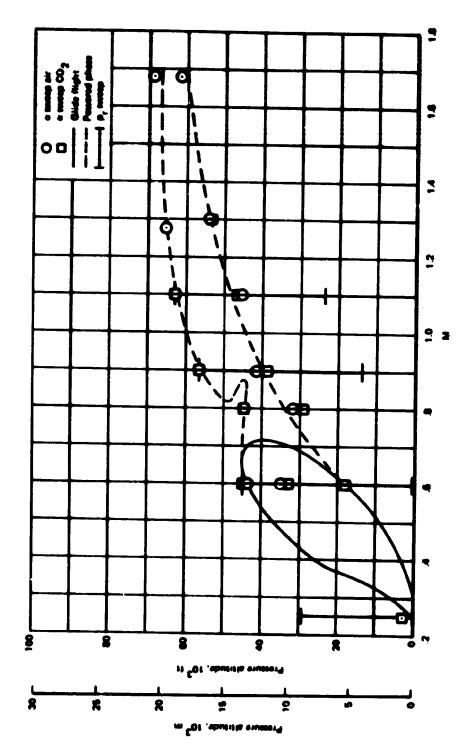




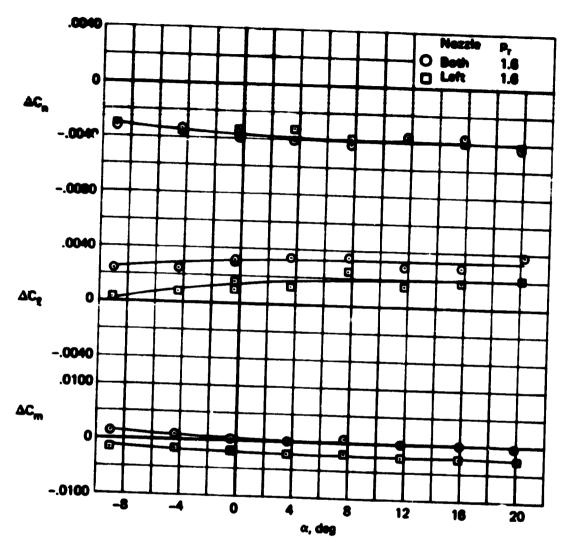


(d) Nozzle dimensions.

Figure 2.- Concluded.

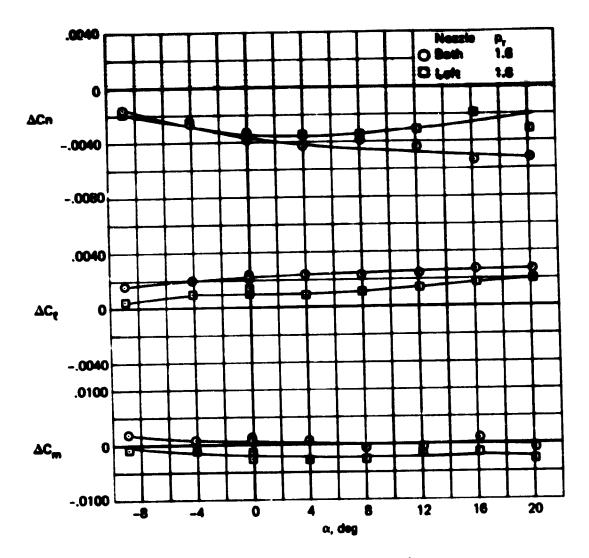


Pigure 3.- Flight altitude range of M2-F2 flight wehicle.



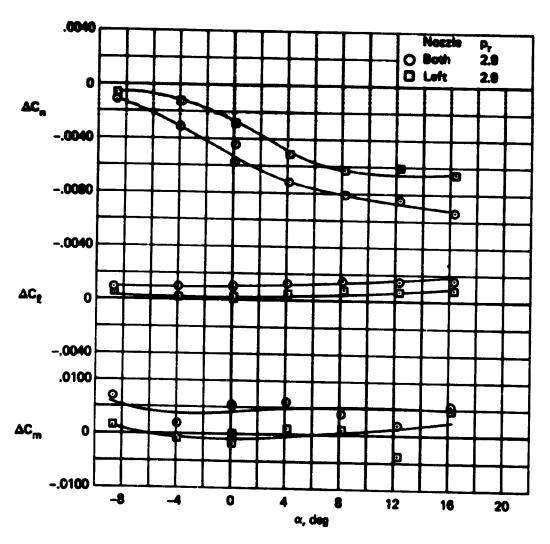
(a) M = 0.6, $Re = 1.20 \times 10^6$

Figure 4.- Variation of jet interactions with angle of attack: $\frac{s}{b/2_L} = 0.92$, $\frac{s}{b/2_R} = 0.92$, $\delta_L = 0^{\circ}$, $\delta_U = -20^{\circ}$, $\delta_{\tilde{l}} = 35^{\circ}$, air.



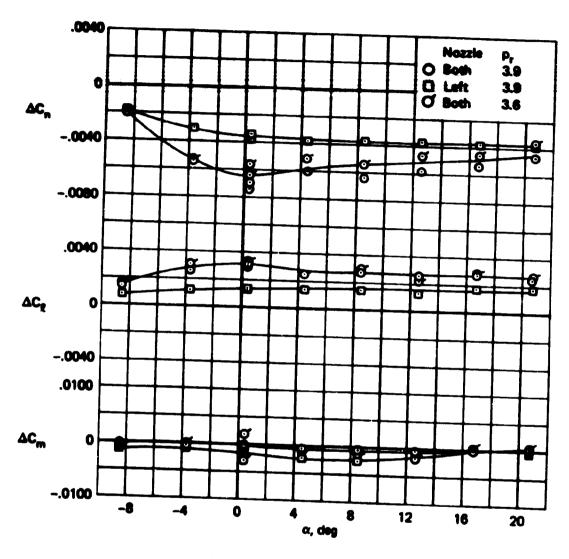
(b) M = 0.8, $Re = 1.44 \times 10^6$

Figure 4.- Continued.

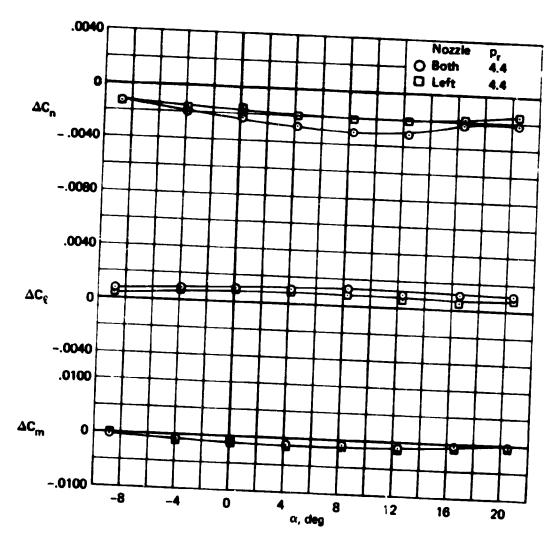


(c) M = 0.9, $Re = 1.50 \times 10^6$

Figure 4.- Continued.

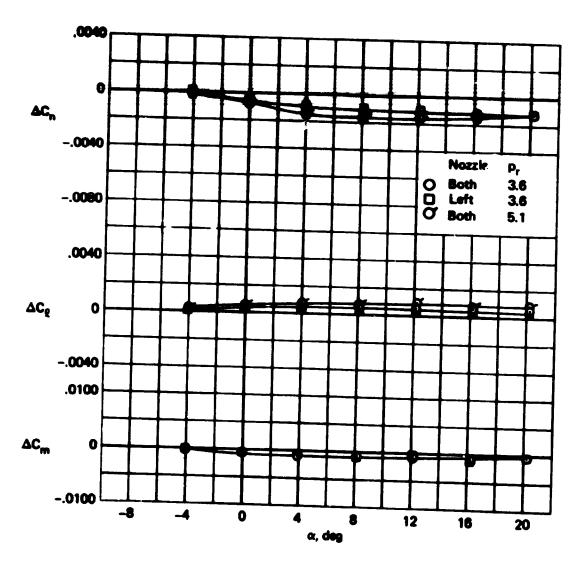


(d) M = 1.1, Re = 1.56×10^6 Figure 4.- Continued.

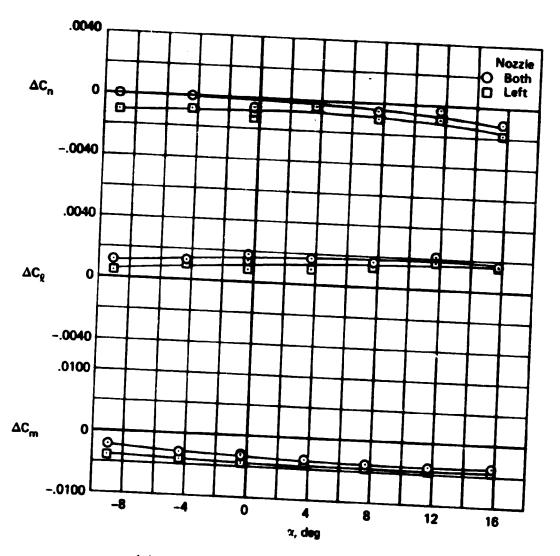


(e) M = 1.3, $Re = 1.56 \times 10^6$.

Figure 4.- Continued.

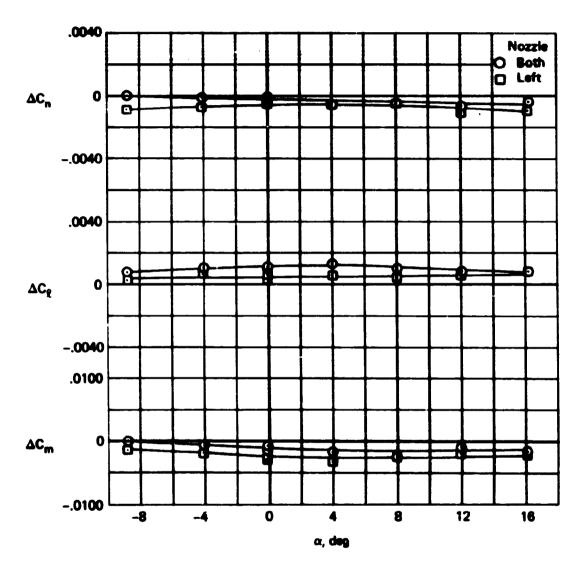


(f) M = 1.7, $Re = 1.44 \times 10^6$ Figure 4.- Concluded.

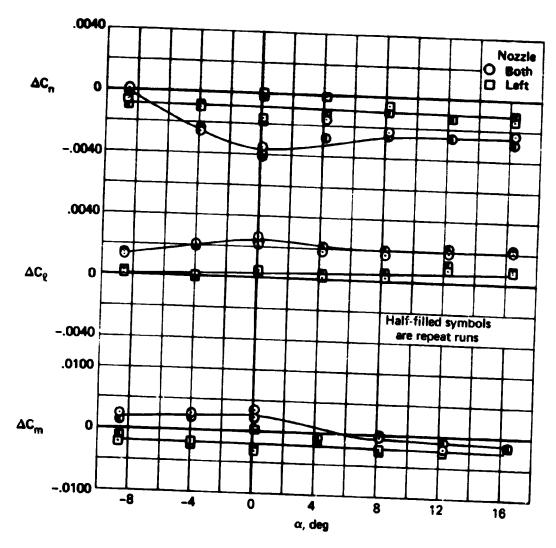


(a) M = 0.6, $p_r = 1.59$, Re = 1.20×10^6

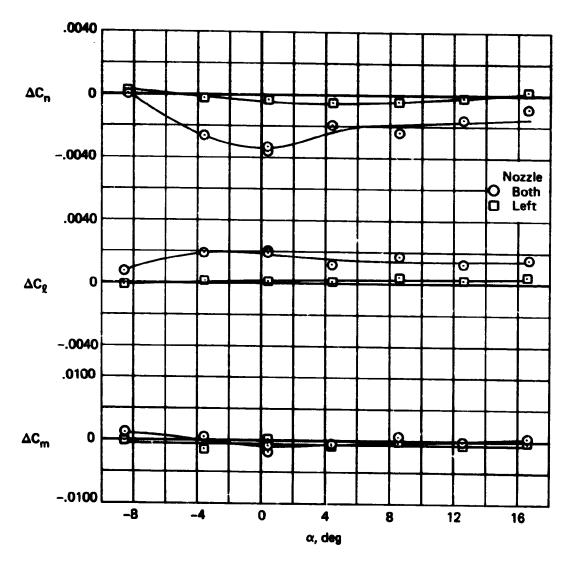
Figure 5.- Variation of jet interactions with angle of attack: $\frac{s}{b/2_L} = 0.61$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 0^{\circ}$, $\delta_u = -20^{\circ}$, $\delta_{\tilde{l}} = 35^{\circ}$, air.



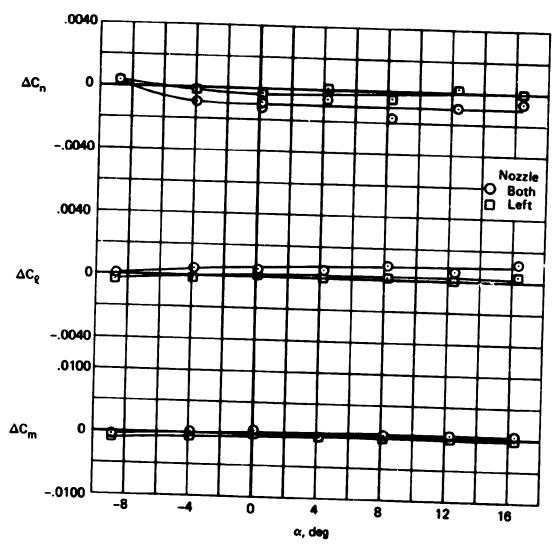
(b) M = 0.8, $p_r = 1.65$, Re = 1.44×10⁶ Figure 5.- Continued.



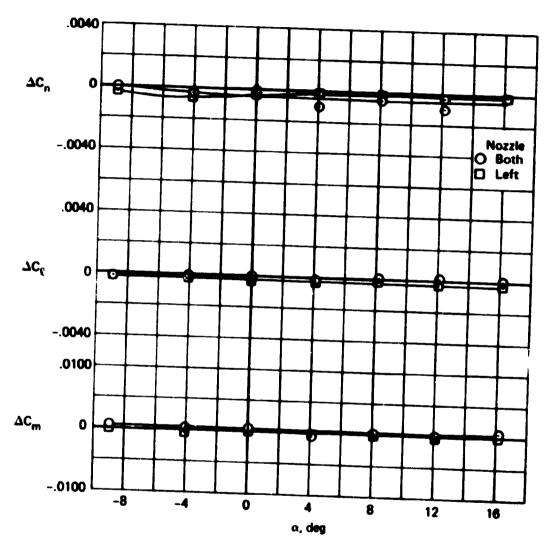
(c) M = 0.9, $p_r = 2.95$, Re = 1.50×10⁶. Figure 5.- Continued.



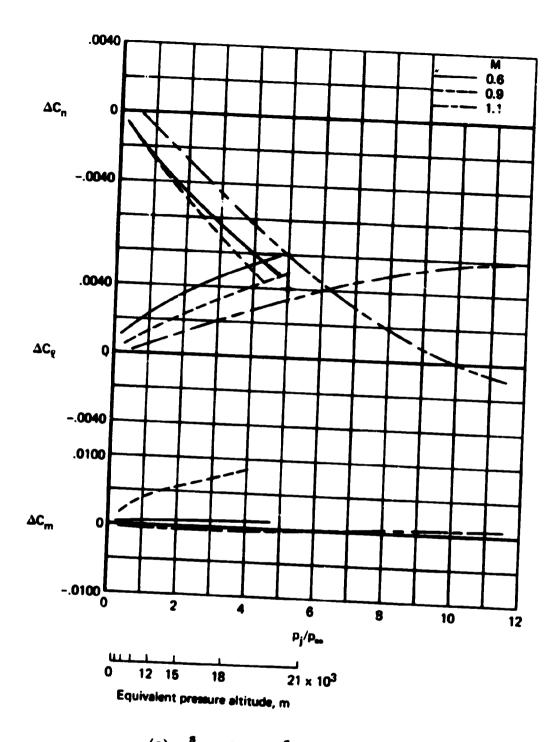
(d) M = 1.1, $p_r = 3.95$, Re = 1.56×10⁶. Figure 5.- Continued.



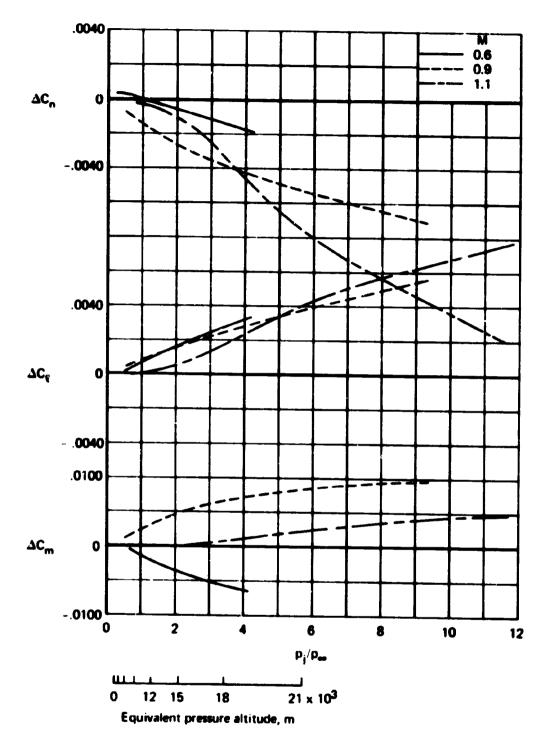
(e) M = 1.3, $p_r = 4.4$, Re = 1.56×10⁶ Figure 5.- Continued.



(f) M = 1.7, p_r = 5.2, Re = 1.44×10⁶ Figure 5.- Concluded.

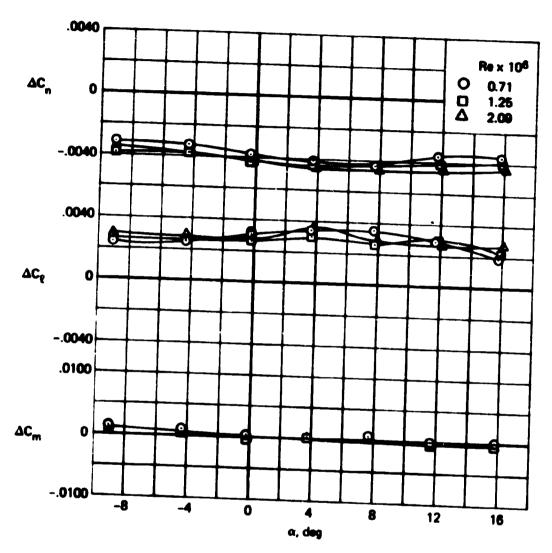


(a) $\frac{s}{b/2_L} = 0.92$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 0^\circ$ Figure 6.- Variation of jet interactions with jet pressure ratio: $\alpha = 0^\circ$, $\delta_u = -20^\circ$, $\delta_v = 35^\circ$, air.



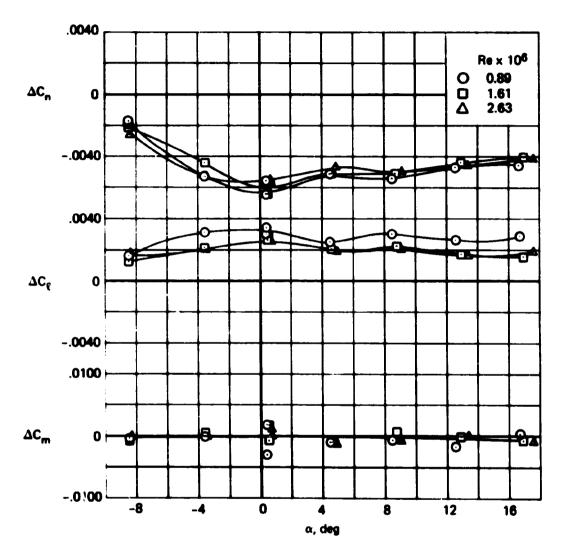
(b) $\frac{s}{b/2_L} = 0.62$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 15^\circ$

Figure 6.- Concluded.



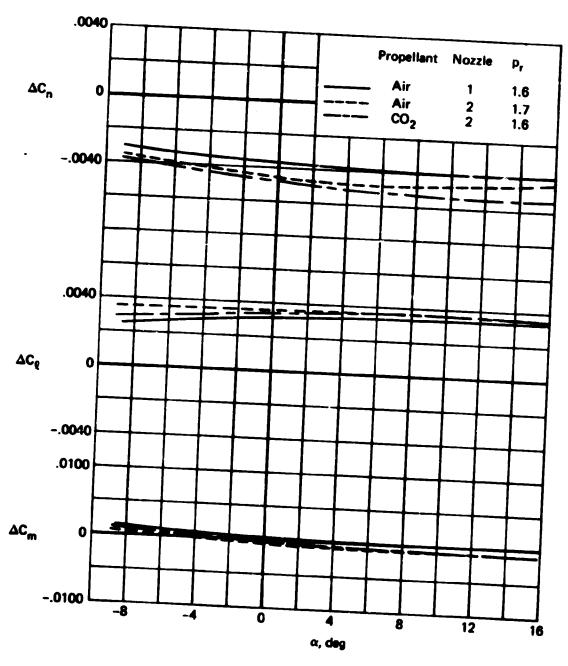
(a) M = 0.6, $p_r = 1.58$

Figure 7.- The effect of Reynolds number on the jet interactions: $\frac{s}{b/2_{L+R}} = 0.92, \ \delta_t = 0^{\circ}, \ \delta_u = -20^{\circ}, \ \delta_{1} = 35^{\circ}, \ \text{air}.$



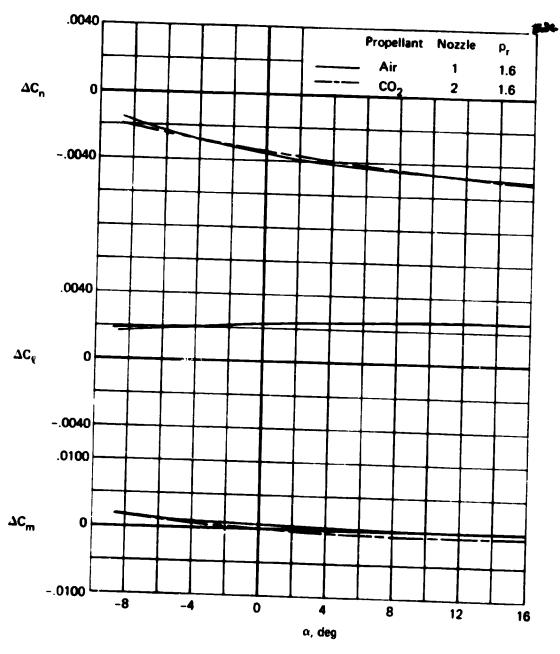
(b) M = 1.1, $p_r = 3.8$

Figure 7.- Concluded.

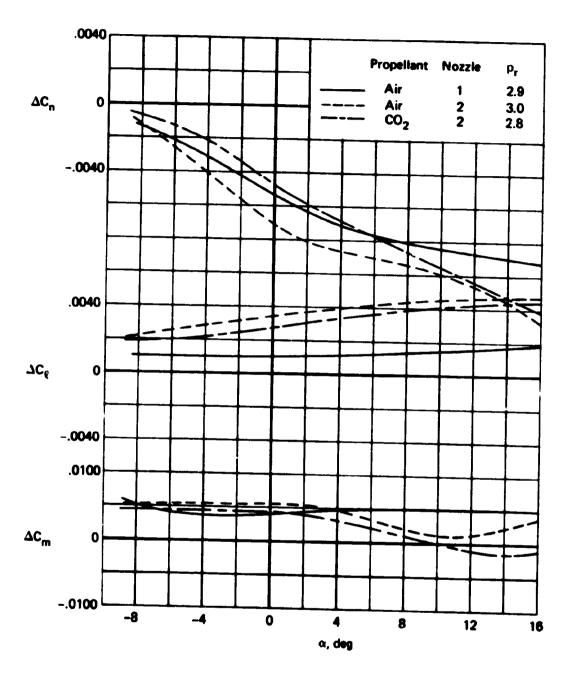


(a) M = 0.6, $Re = 1.20 \times 10^6$

Figure 8.- Comparison of jet simulations: $\frac{s}{b/2_L} = 0.92$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 0^\circ$, $\delta_u = -20^\circ$, $\delta_{\tilde{L}} = 35^\circ$.

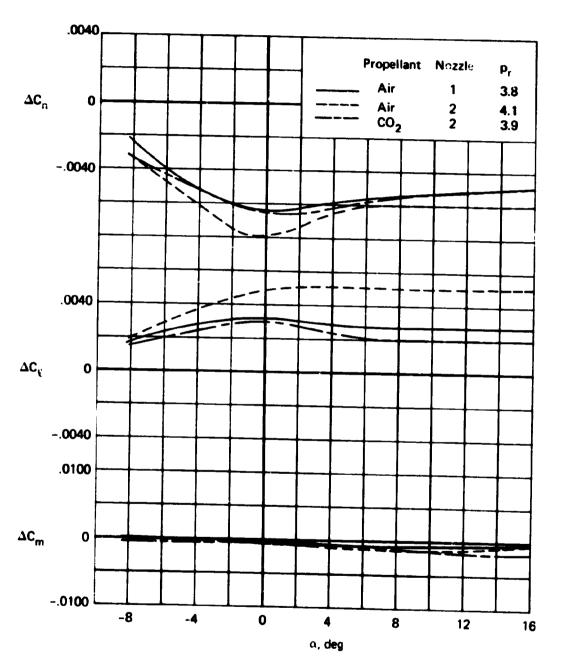


(b) M = 0.8, Re = 1.44×10^6 Figure 8.- Continued.



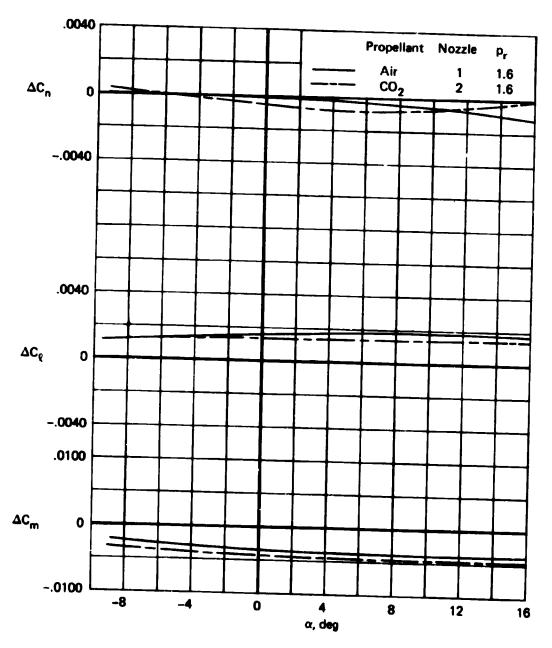
(c) M = 0.9, $Re = 1.50 \times 10^6$

Figure 8.- Continued.



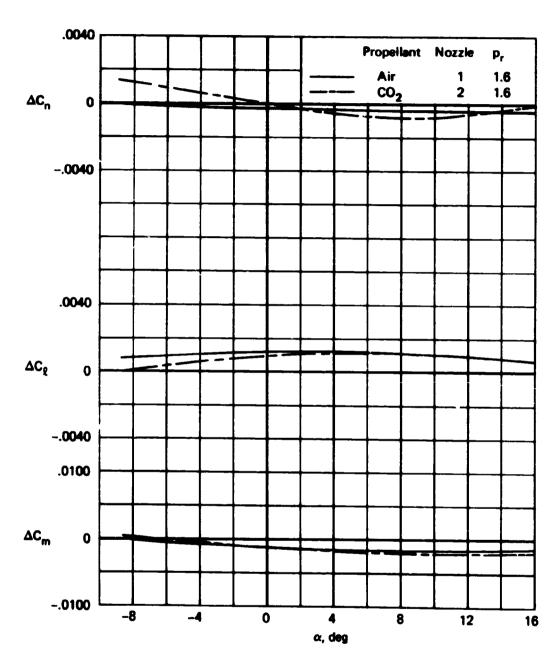
(d) M = 1.1, Re = 1.56×10^6

Figure 8.- Concluded.

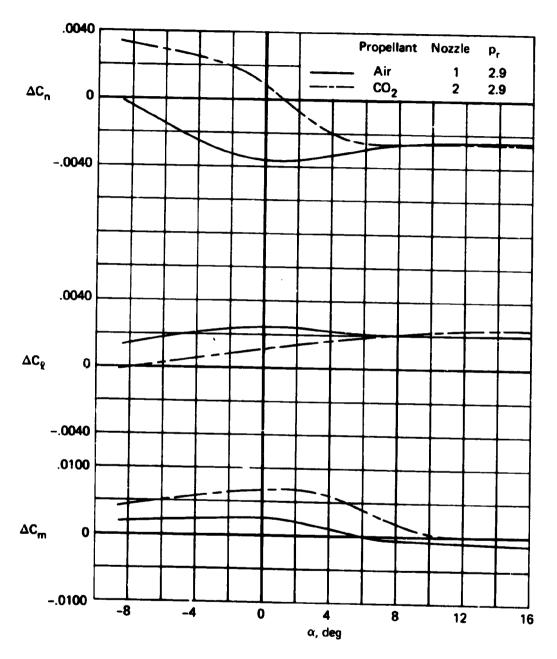


(a) M = 0.6, $Re = 1.20 \times 10^6$.

Figure 9.- Comparison of jet simulations: $\frac{s}{b/2_L} = 0.61$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 15^{\circ}$, $\delta_u = -20^{\circ}$, $\delta_{\tilde{\chi}} = 35^{\circ}$.

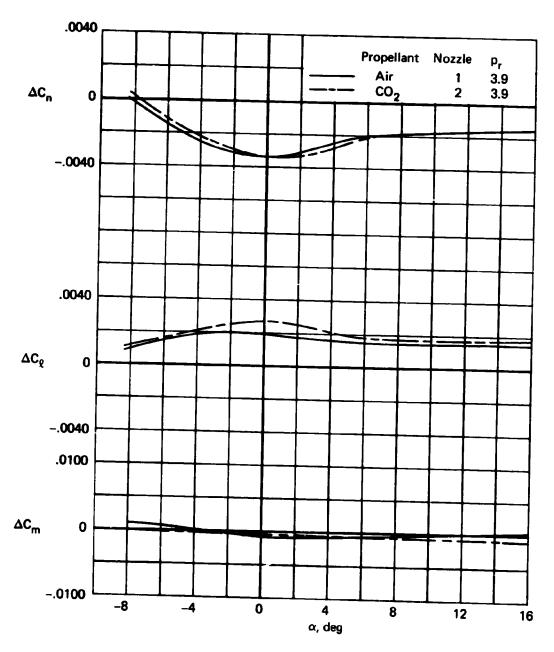


(b) M = 0.8, Re = 1.44×10⁶
Figure 9.- Continued.



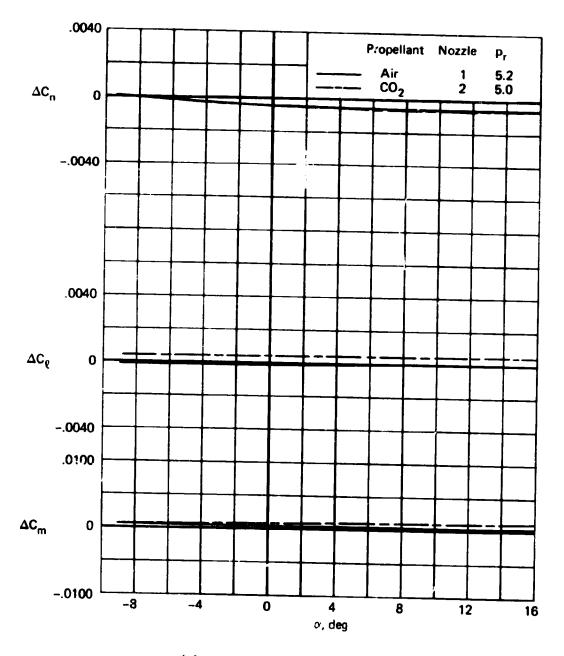
(c) M = 0.9, Re = 1.50×10^6

Figure 9.- Continued.



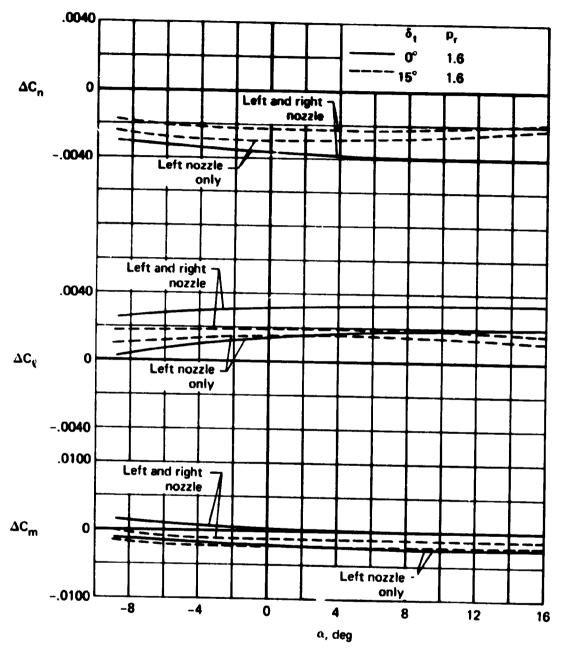
(d) M = 1.1, Re = 1.56×10^6

Figure 9.- Continued.



(e) M = 1.7, Re = 1.44×10^6

Figure 9.- Concluded.

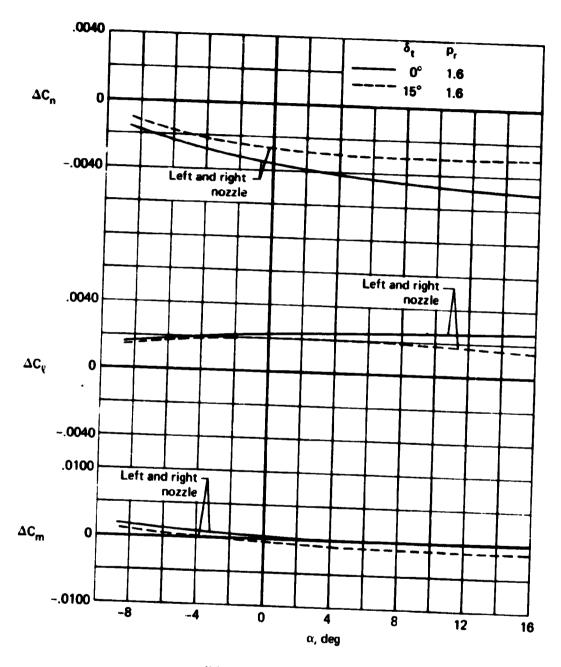


(a) M = 0.6, $Re = 1.20 \times 10^6$

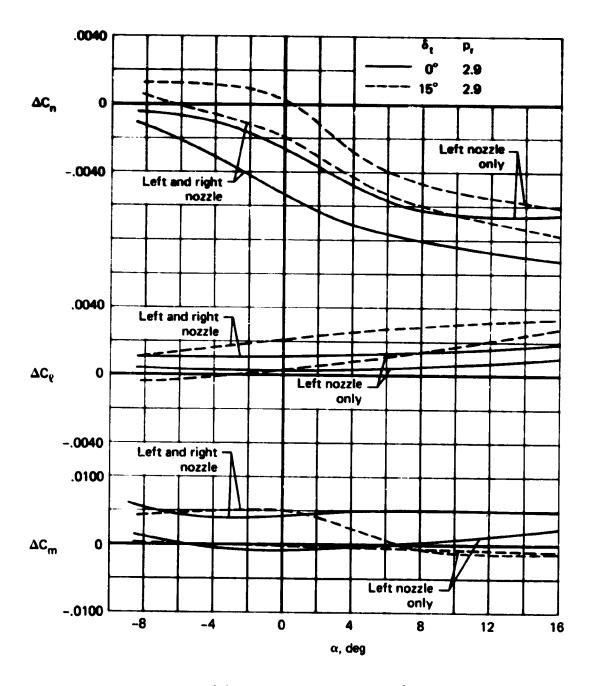
Figure 10.- The effect of 15° nozzle cant on the jet interactions:

$$\frac{s}{b/2_{L+R}}$$
 = 0.92, δ_u = -20°, δ_l = 35°, air.

The state of the s



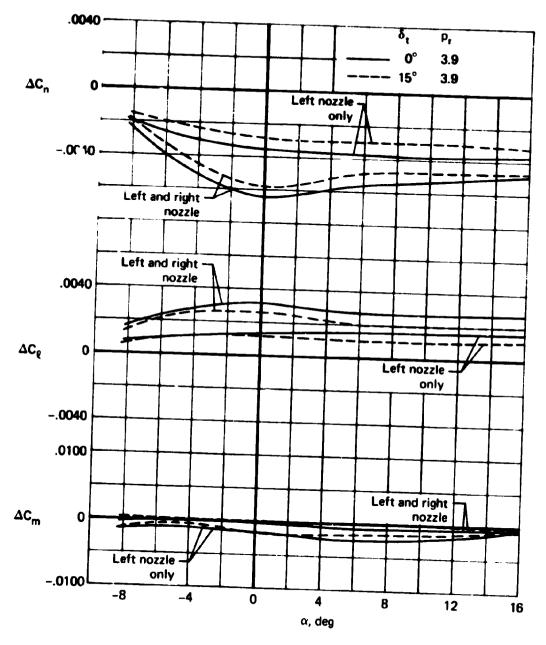
(b) M = 0.8, Re = 1.44×10^6 Figure 10.- Continued.



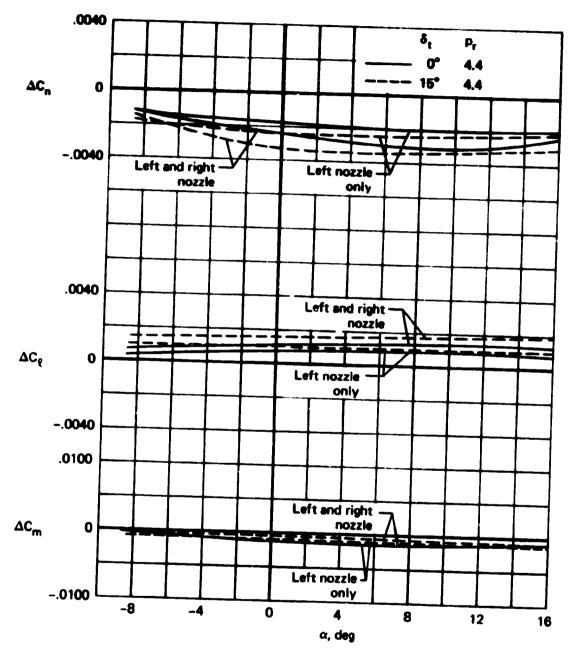
(c) M = 0.9, Re = 1.50×10^6

Figure 10.- Continued.

The state of the s



(d) M = 1.1, Re = 1.56×10^6 Figure 10.- Continued.



(e) M = 1.3, $Re = 1.56 \times 10^6$.

Figure 10. - Continued.

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(f) M = 1.7, $Re = 1.44 \times 10^6$

Figure 10.- Concluded.

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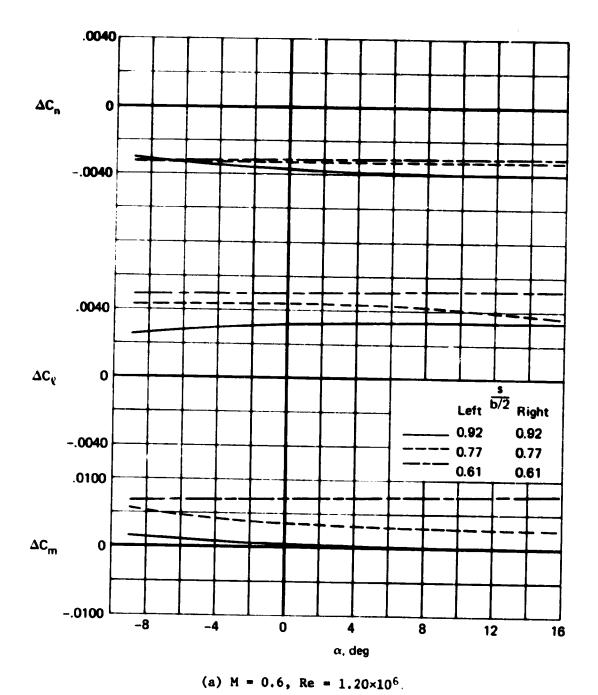
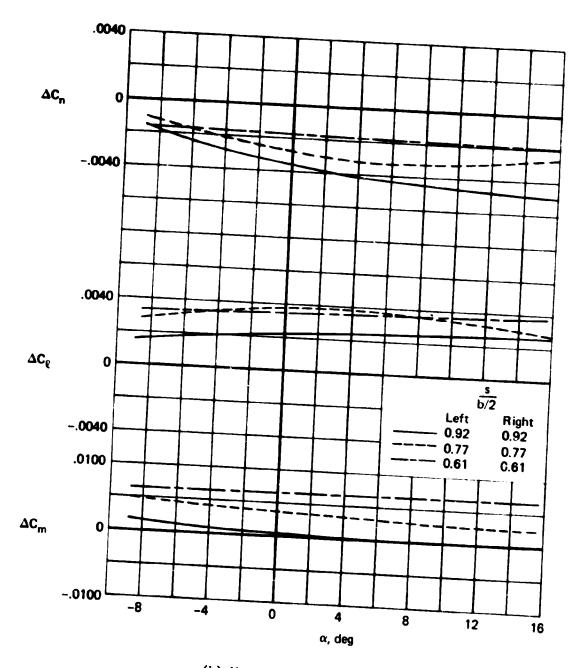


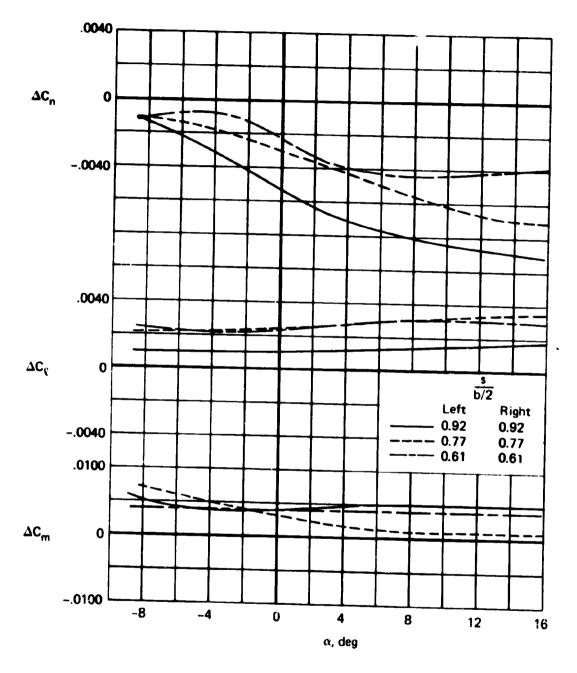
Figure 11.- The effect of spanwise location on the jet interactions through the angle of attack range: δ_t = 0°, δ_u = -20°, δ_ℓ = 35°, air.

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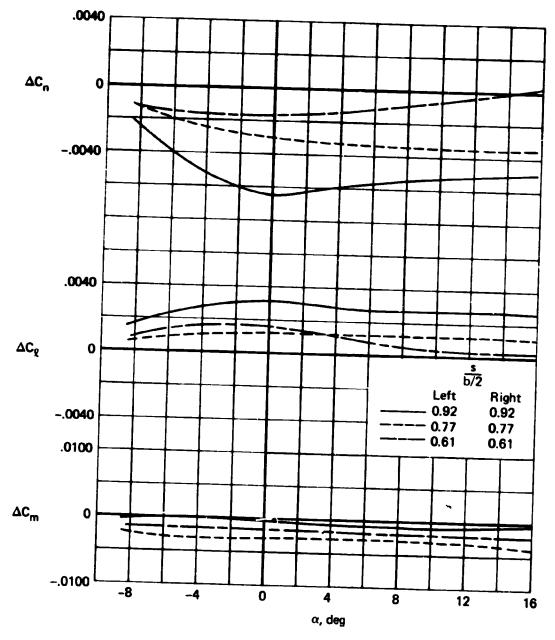
A CONTRACTOR OF THE PARTY OF TH

(b) M = 0.8, Re = 1.44×10^6 Figure 11.- Continued.



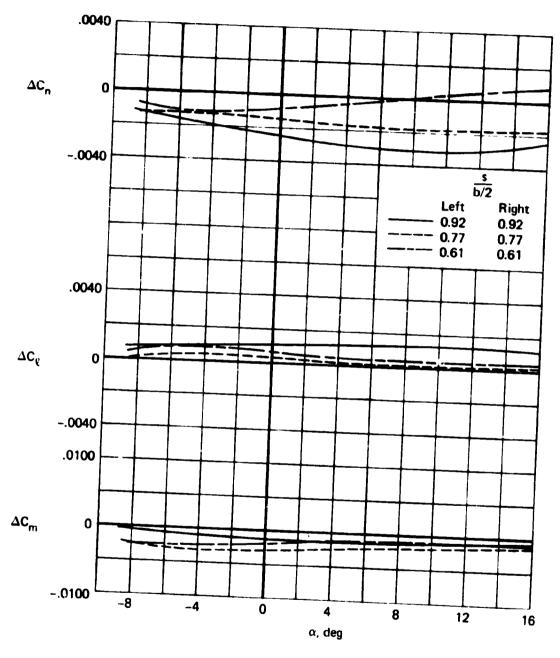
(c) M = 0.9, $Re = 1.50 \times 10^6$

Figure 11.- Continued.

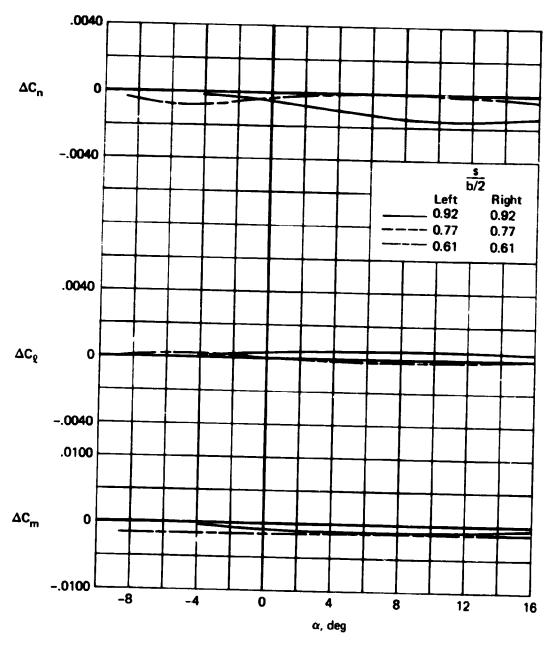


(d) M = 1.1, $Re = 1.56 \times 10^6$.

Figure 11.- Continued.



(e) M = 1.3, Re = 1.56×10⁶
Figure 11.- Continued.



(f) M = 1.7, Re = 1.44×10^6

Figure 11. - Concluded.

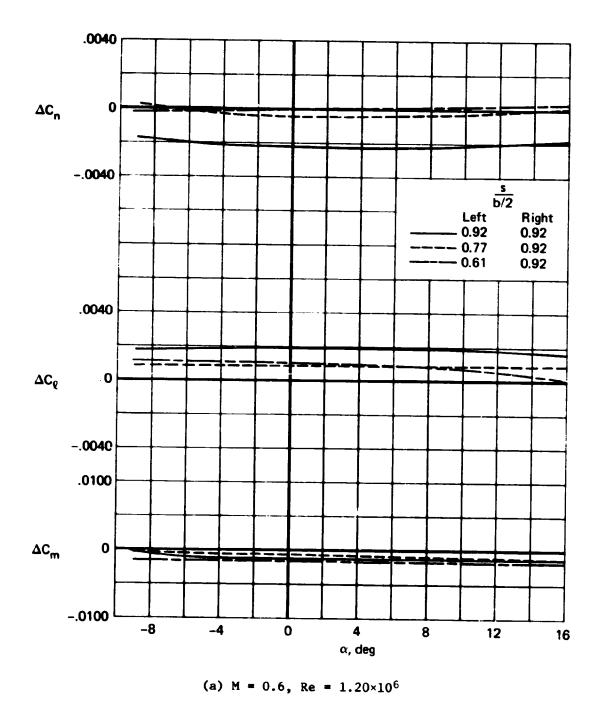
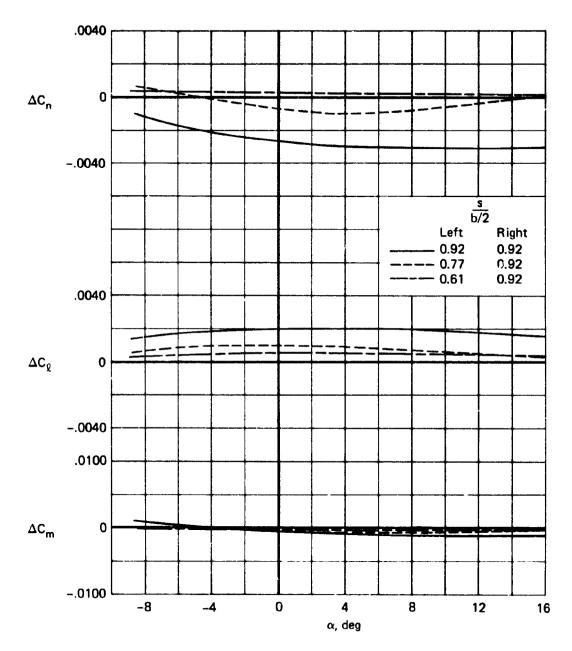
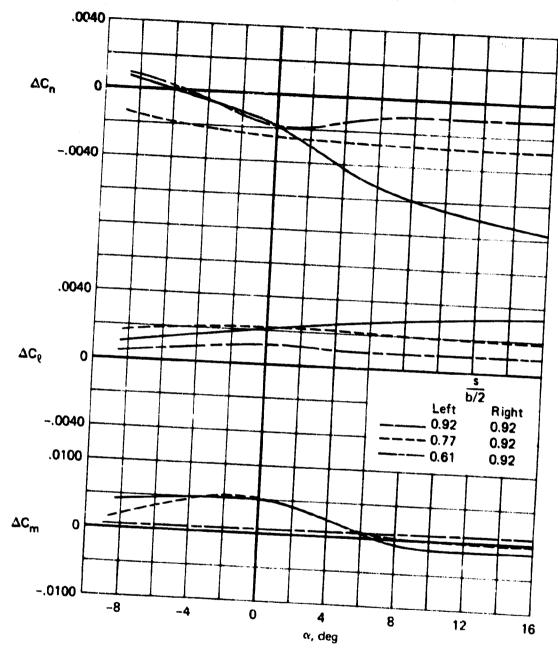


Figure 12.- The effect of spanwise location on the jet interactions through the angle of attack range: δ_t = 15°, δ_u = -20°, δ_{ℓ} = 35°, air.



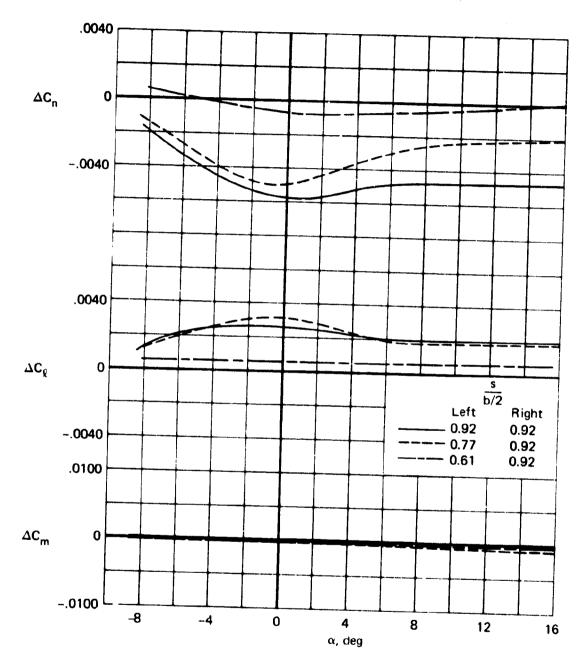
(b) M = 0.8, $Re = 1.44 \times 10^6$

Figure 12.- Continued.



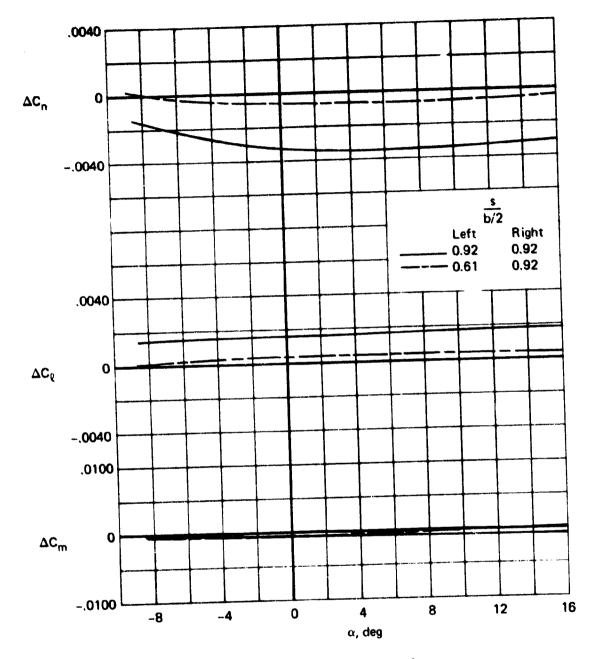
(c) M = 0.9, $Re = 1.50 \times 10^6$

Figure 12.- Continued.



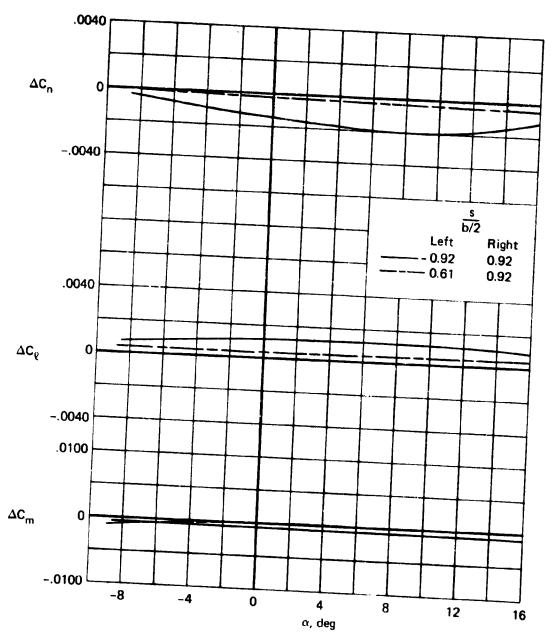
The state of the s

(d) M = 1.1, Re = 1.56×10^6 Figure 12.- Continued.



(e) M = 1.3, Re = 1.56×10^6

Figure 12.- Continued.



(f) M = 1.7, $Re = 1.44 \times 10^6$

Figure 12.- Concluded.

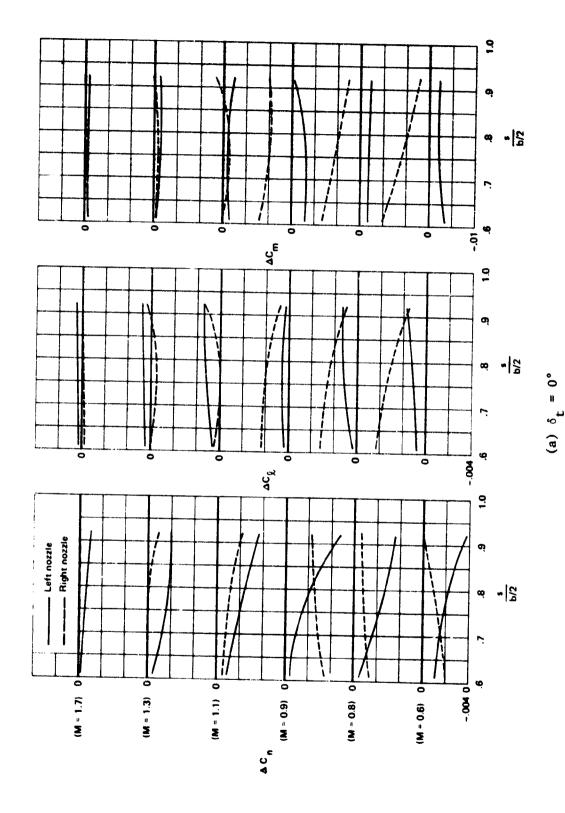


Figure 13.- Variation of the jet interactions with spanwise location: $\alpha=4^{\circ}$, $\delta_{\rm u}=-20^{\circ}$, $\delta_{\rm l}=35^{\circ}$, air.

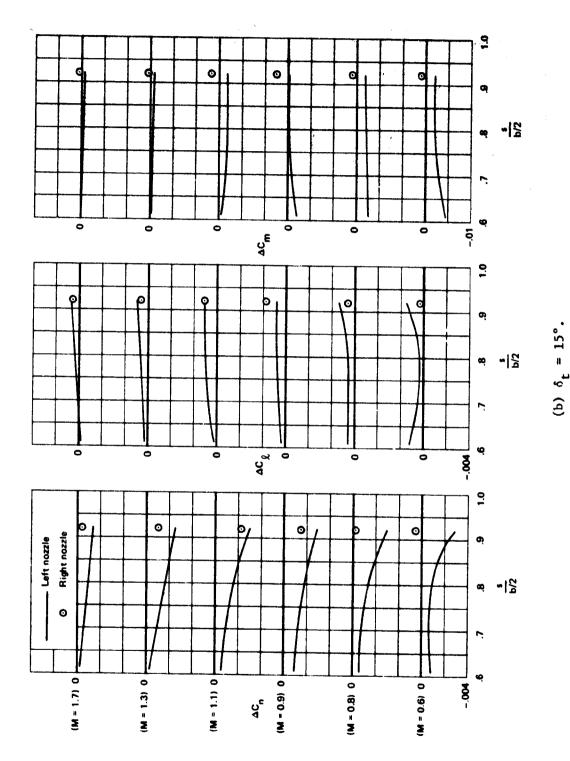
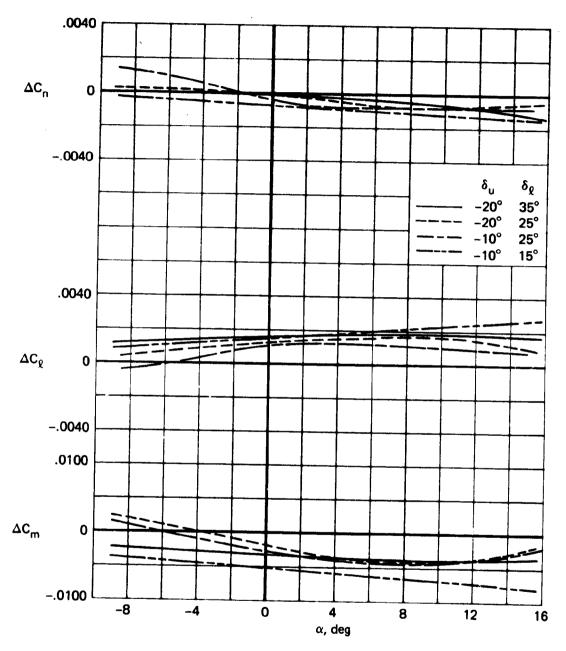
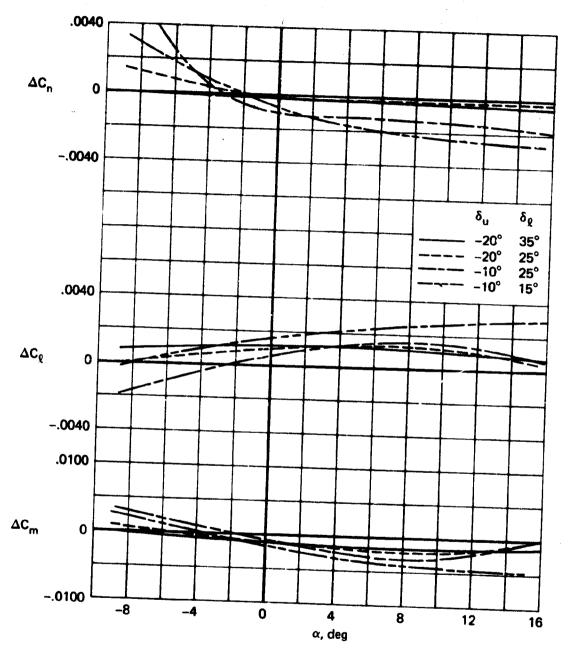


Figure 13.- Concluded.

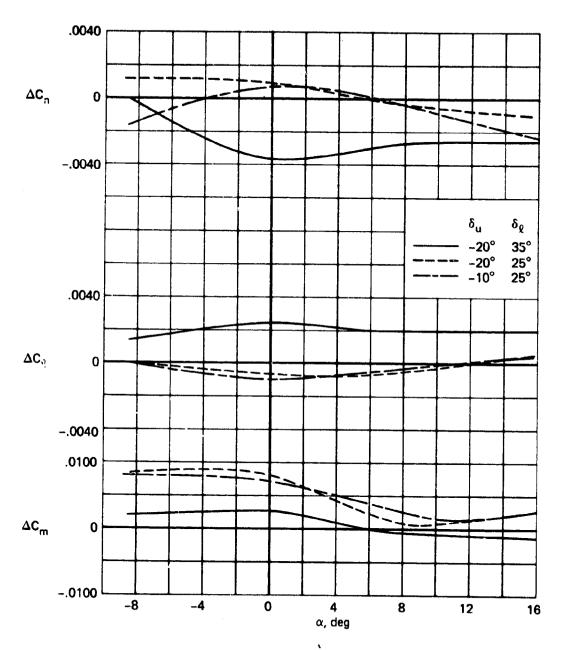


(a) M = 0.6, $p_r = 1.6$, Re = 1.20×10⁶

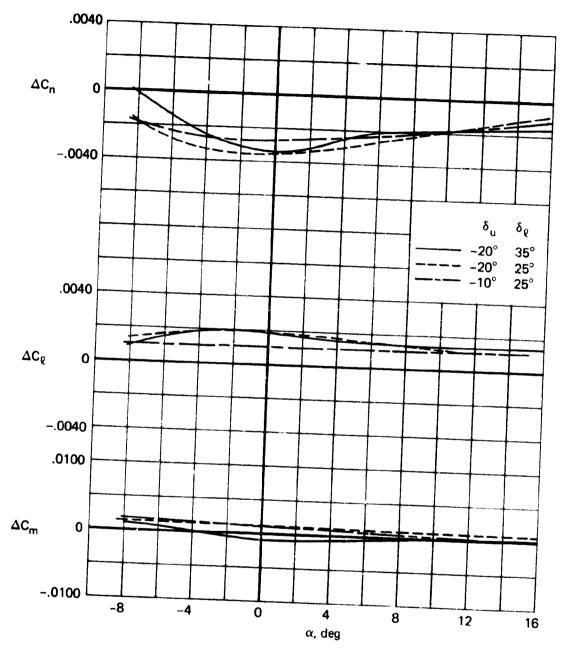
Figure 14.- The effect of upper and lower flap deflection on the jet interactions: $\frac{s}{b/2_L} = 0.61$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 15^\circ$, air.



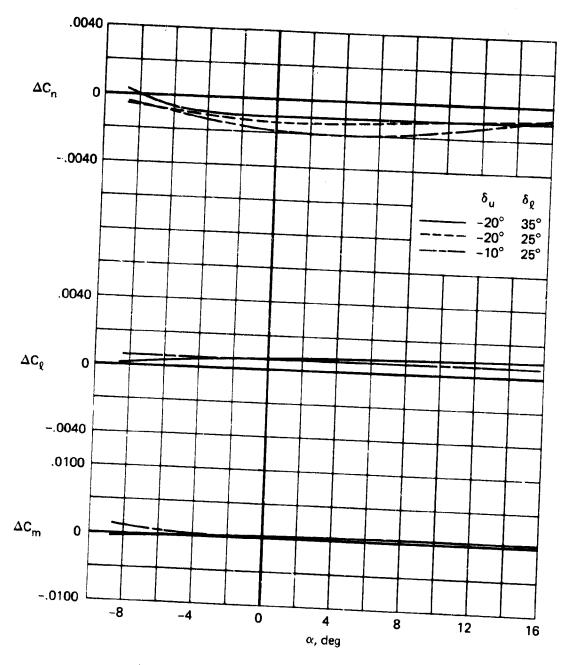
(b) M = 0.8, $p_r = 1.6$, Re = 1.44×10⁶ Figure 14.- Continued.



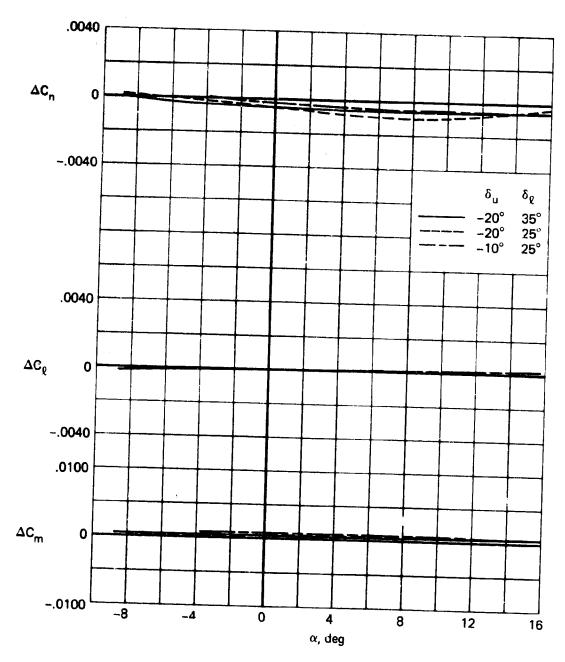
(c) M = 0.9, $p_r = 2.9$, Re = 1.50×10⁶ Figure 14.- Continued.



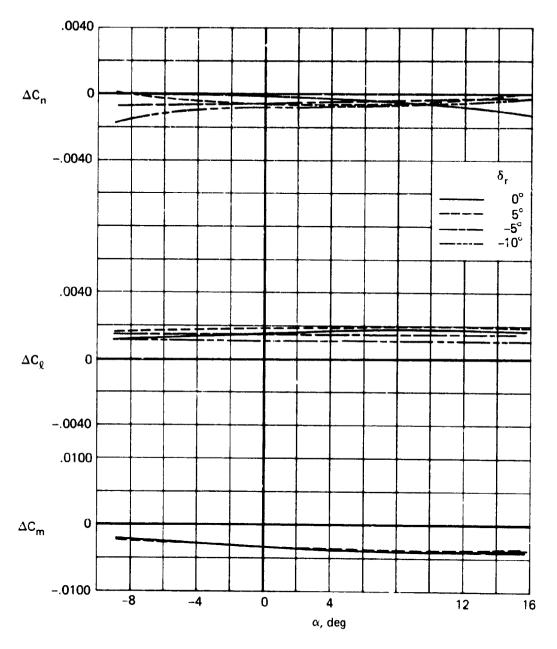
(d) M = 1.1, $p_r = 3.9$, Re = 1.56×10⁶ Figure 14.- Continued.



(e) M = 1.3, $p_r = 4.4$, Re = 1.56×10⁶ Figure 14.- Continued.



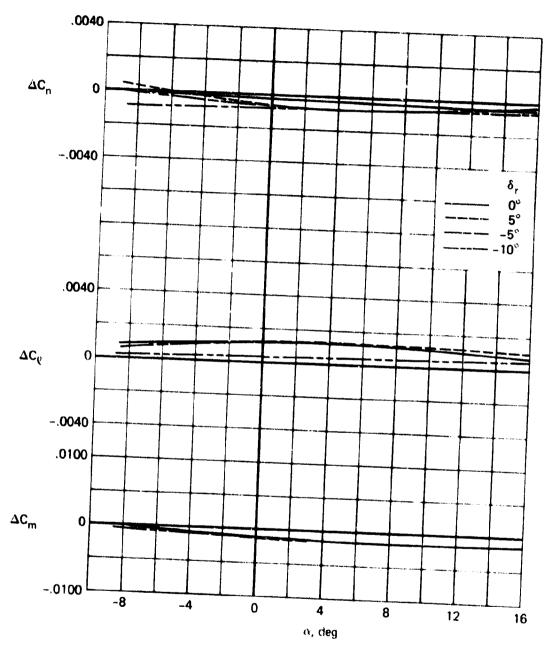
(f) M = 1.7, $p_r = 5.2$, Re = 1.44×10⁶ Figure 14.- Concluded.



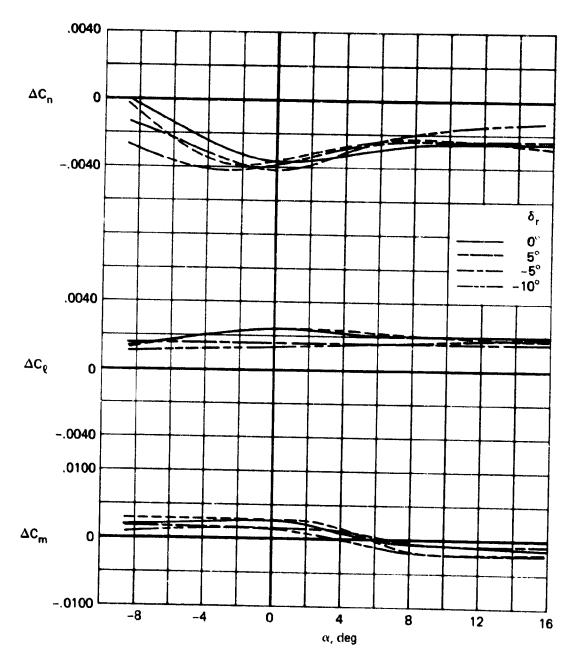
(a) M = 0.6, $p_r = 1.6$, Re = 1.20×10⁶

Figure 15.- The effect of rudder deflection on the jet interactions:

$$\frac{s}{b/2_L} = 0.61$$
, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 15^\circ$, $\delta_u = -20^\circ$, $\delta_{\ell} = 35^\circ$, air.

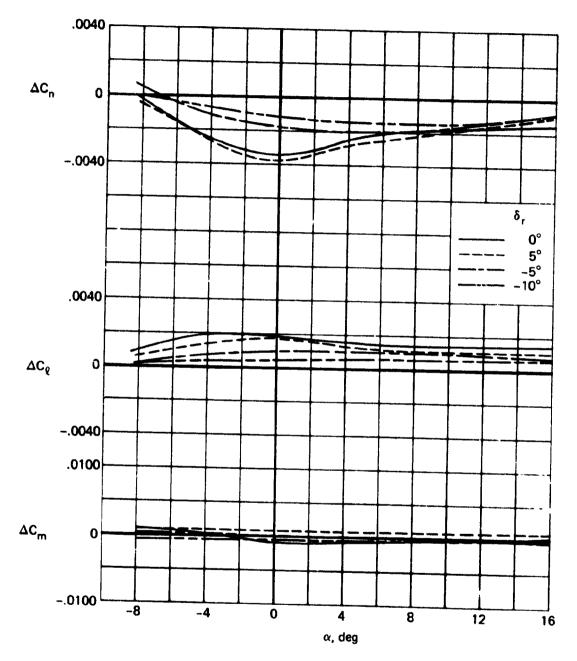


(b) M = 0.8, $p_r = 1.6$, Re = 1.44×10^6 Figure 15.- Continued.

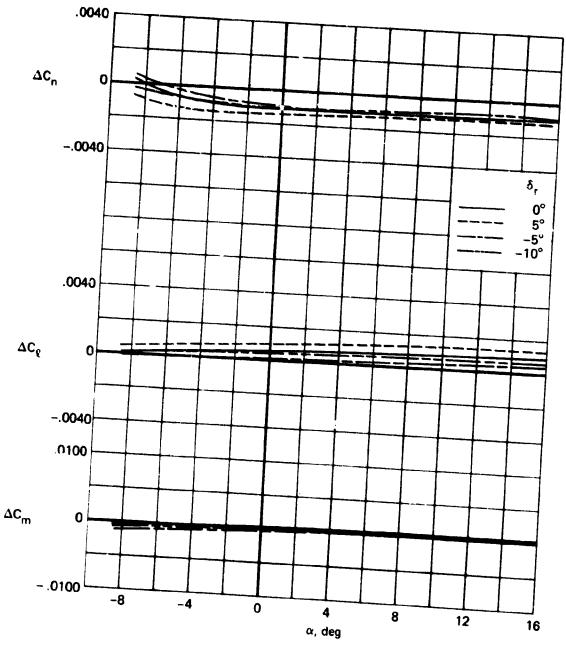


(c) M = 0.9, $p_r = 2.9$, $Re = 1.50 \times 10^6$

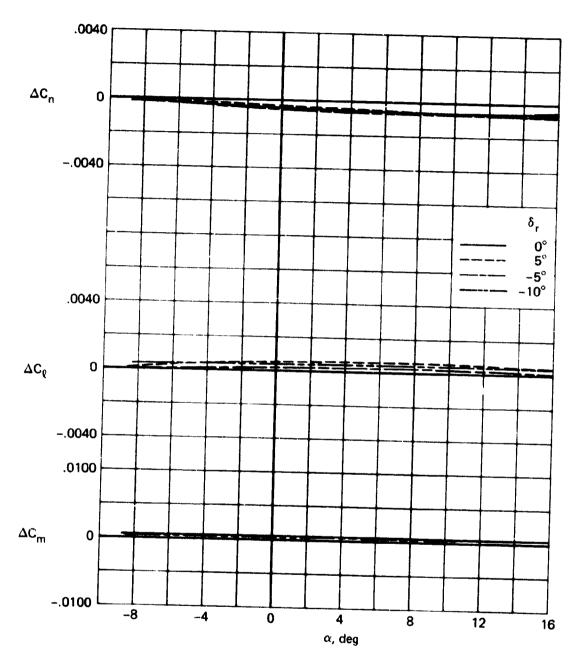
Figure 15.- Continued.



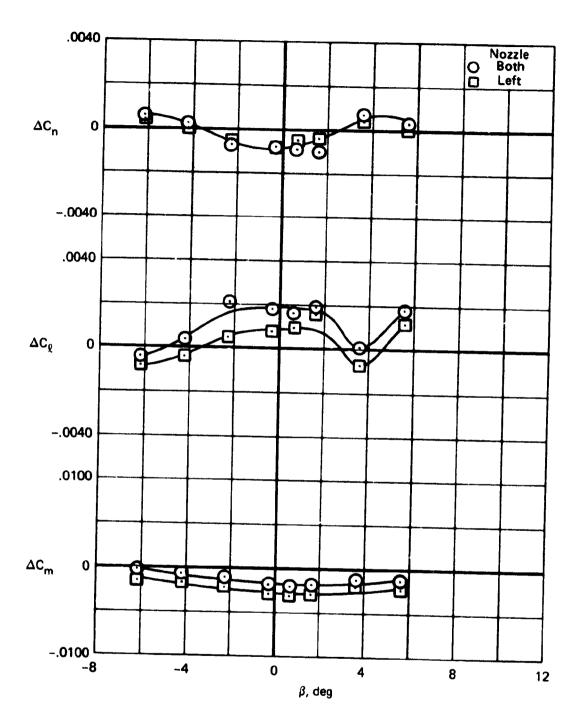
(d) M = 1.1, $p_r = 3.9$, Re = 1.56×10^6 Figure 15.- Continued.



(e) M = 1.3, $p_r = 4.4$, Re = 1.56×10⁶ Figure 15.- Continued.

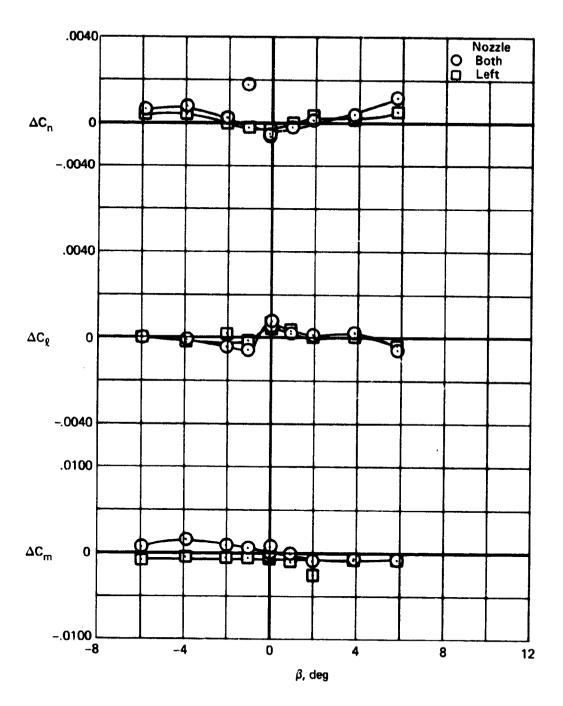


(f) M = 1.7, $p_r = 5.2$, Re = 1.44×10⁶ Figure 15.- Concluded.

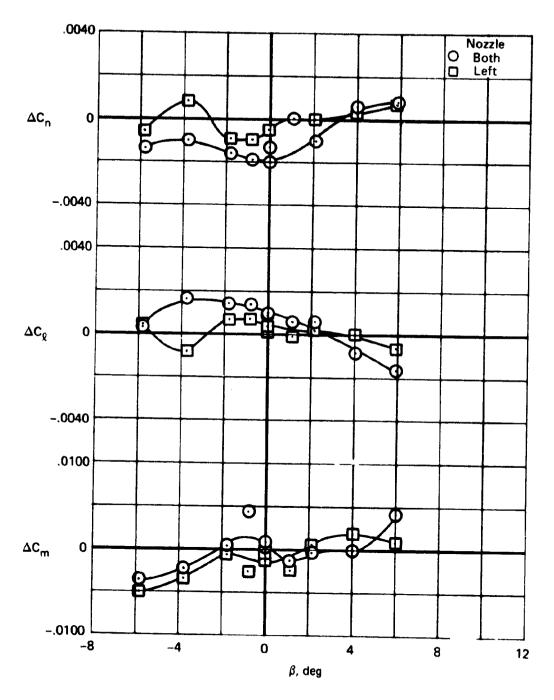


(a) M = 0.6, $p_r = 0.88$, Re = 1.20×10⁶

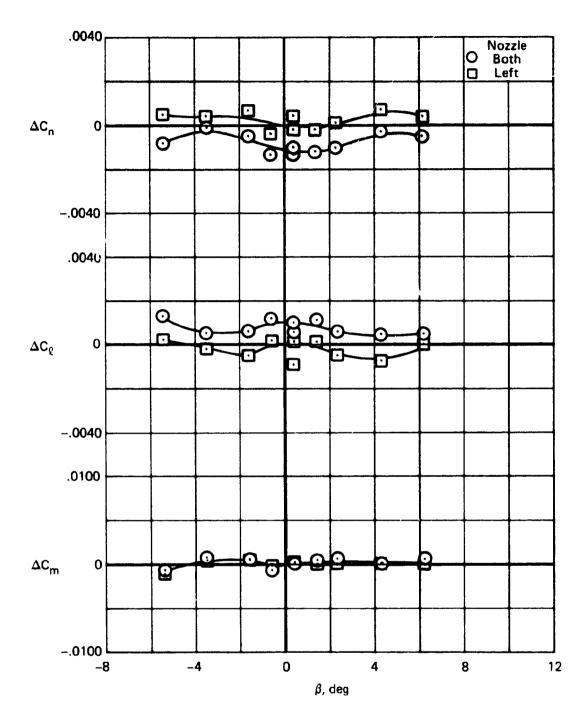
Figure 16.- The variation of the jet interactions with angle-of-sideslip: $\alpha = 6^{\circ}$, $\frac{s}{b/2_L} = 0.61$, $\frac{s}{b/2_R} = 0.92$, $\delta_t = 15^{\circ}$, CO_2 , $\delta_u = -20^{\circ}$, $\delta_{\tilde{l}} = 35^{\circ}$.



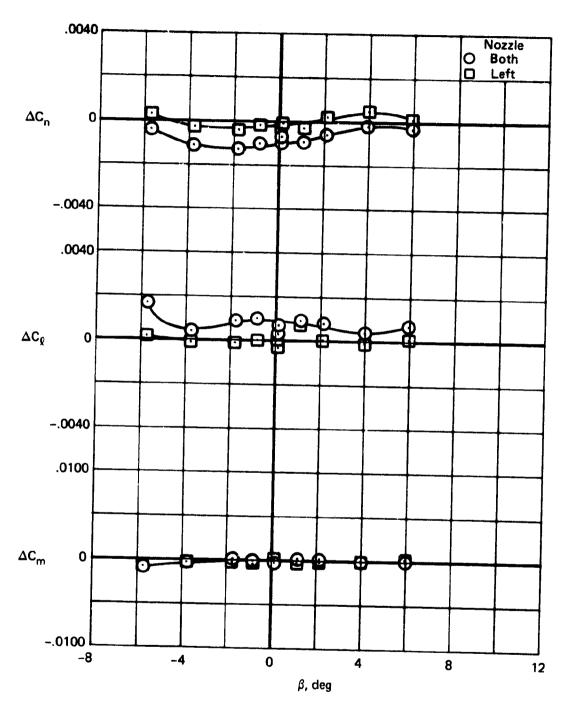
(b) M = 0.8, $p_r = 0.76$, Re = 1.44×10⁶ Figure 16.- Continued.



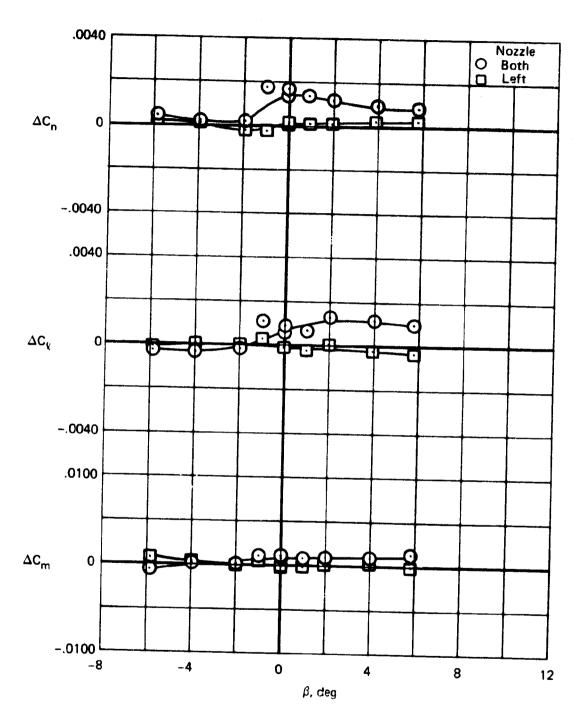
(c) M = 0.9, $p_r = 1.25$, Re = 1.50×10⁶ Figure 16.- Continued.



(d) M = 1.1, $p_r = 1.8$, Re = 1.56×10^6 Figure 16.- Continued.



(e) M = 1.3, $p_r = 2.4$, Re = 1.56×10⁶ Figure 16.- Continued.



(f) M = 1.7, $p_r = 3.4$, Re = 1.44×10⁶ Figure 16.- Concluded.

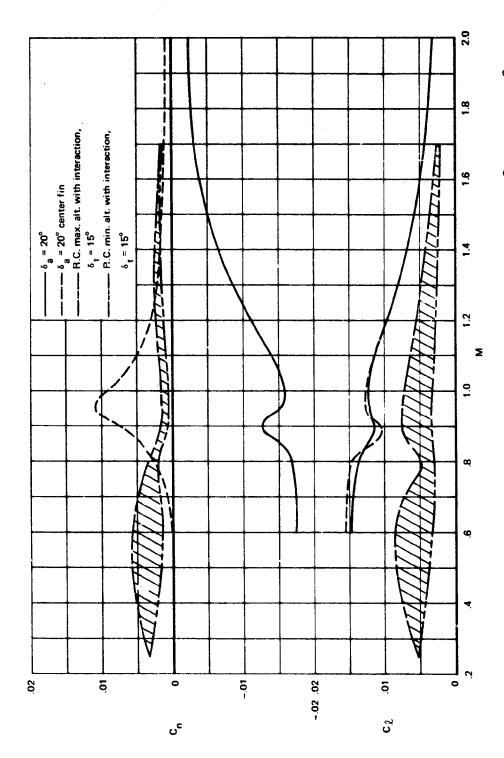


Figure 17.- A comparison of roll control means: $\alpha = 4^{\circ}$, $\delta_{\rm u} = -20^{\circ}$, $\delta_{\rm l} = 35^{\circ}$, $\frac{\rm s}{\rm b/2_L} = 0.61$, $\frac{\rm s}{\rm b/2_R} = 0.92$,

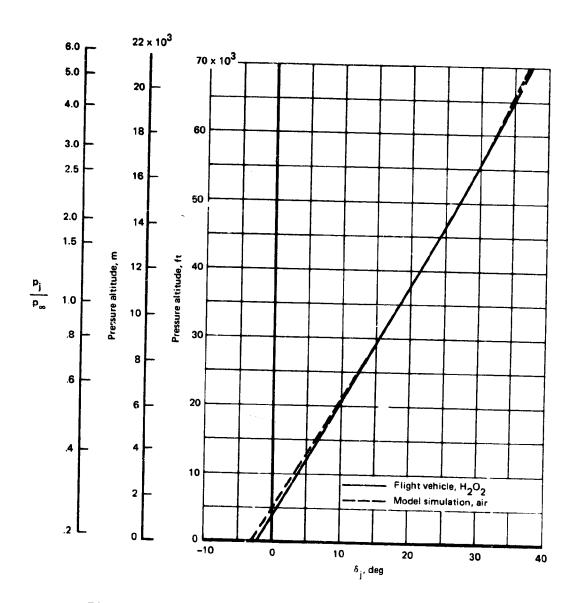


Figure 18.- Simulation of initial jet inclination angle.